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ROYAL
NAVAL BIOGRAPHY;

OR,

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,

TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B), 1784?-1837
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted "much is always laudable, even when the enterprise is above the strength that undertakes it. "To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted "the undertaking without end, and perhaps without improvement. I saw that one enquiry only "gave occasion to another, that book referred to book, that to search was not always to find, and "to find was not always to be informed; and that thus to pursue perfection, was, like the first "inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he "seemed to rest, was still beheld at the same distance from them." *Johnson.*

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CONTENTS OF VOL. IV.—PART I.

COMMANDERS.

	Page
Alcock, Richard	66
Alexander, John	4
Alexander, Nicholas	360
Annesley, Francis Charles	306 & 432
Anthony, Charles	147
Arrow, John Jordan	154
Arscott, Thomas	205
Askey, James	249
Athill, James	213
Babington, James Boyle	411
Baker, Francis	280
Baker, Henry (*a*)	224
Baker, Henry (*b*)	272
Banks, Francis	120
Banks, John	72
Barrell, Justinian	343
Baumgardt, William Augustus	342
Bazalgette, Joseph William	197
Benett, Charles Cowper	271
Berney, John	278
Bignell, George	400
Blackler, Robert Tom	27
Bluett, Richard	417
Boss, John George	28
Boswell, Walter	220
Bourchier, William	400
Bourne, Henry	132
Bowden, Richard Booth	116
Bowen, George	240
Boyd, David	341
Boyes, Henry	359
Boys, Edward (*a*)	283
Bremer, James	9
Brett, Peircy	34
Brown, Adam	154
Brown, Samuel	20
Buchanan, Archibald	273
Buchannan, William	72
Buller, Thomas Wentworth	417
Burnaby, Sir William C. H.	199
Burton, George Guy	334
Burton, Richard	75
Bury, Thomas	268
Campbell, John (*b*)	145
Campbell, Lewis	416
Canning, George	227
Carew, Thomas	207
Case, William	73
Chalmers, Charles William	239
Chiene, John	140
Christian, Jonathan	32
Clarke, Fletcher Norton	328
Clephan, James	6
Cobb, Smith	80
Cobbe, William	214
Cochrane, John Dundas	307
Colby, Thomas	196
Collins, Edward	223
Conolly, Matthew	135
Copeland, Richard	370
Corbyn, Joseph	224
Cotgrave, Edward Stone	359
Cramer, John	5
Crichton, James Aug. S.	75
Croker, Richard	272
Crooke, Charles Henry	396
Cumby, Charles	144
Curran, John Bartholomew H.	27
Curzon, Hon. T. Roper	114
Dalgleish, James	135
Dalyell, W. Cunningham C.	94
Davies, James	409
Davies, John (*b*)	415
Davy, John	301
Dawkins, William Robert	398
Debenham, John	312 & 432
Delafons, Thomas	153
De Rippe, James	6
Devonshire, Richard	329
Dickens, Samuel Trevor	153

38950

	Page
Dickinson, Thomas (*b*)	251
Dickson, William Henry	376
Dixie, Alexander	207
Domett, George	406
Dougal, George	364
Douglas, Pringle Home	199
Douglas, William Henry	140
Drury, Henry	28
Du Cane, Charles	398
Dunn, Nicholas J. C.	152
Dunn, Pascoe	271
Dutton, Thomas	33
Duval, Francis	270
Eastwood, Joseph	371
Edwards, John (*c*)	143
Edwards, Richard F.	328
Edwards, Thomas A.	304
Elphinstone, Alexander F.	270
Elton, Henry	212
Eyre, Thomas	73
Falkiner, Charles L.	116
Farwell, Charles	65
Felix, Robert R.	418
Fennell, John	220
Ferris, Thomas	401
Fisher, John	209
Fitzmaurice, Gamaliel	33
Fleming, John	337
Fleming, Richard Howell	412
Forbes, John	65
Forster, Thomas	151
Fuller, Rose Henry	277
Gallwey, Thomas	65
Gape, Joseph	151
Gardner, James Baynton	359
Garrety, James Henry	7
Giddy, Charles	331
Giles, Robert	64
Gill, Thomas	239
Gilmour, John	8
Glen, Nisbet	145
Gordon, George	341
Gordon, James Gabriel	375
Gordon, Robert James	201
Gordon, William	371
Greenaway, Richard	199
Greene, Charles	304
Greenlaw, John P.	238
Gregory, William	5
Griffinhoofe, Thomas S.	115
Groves, James	150
Hall, Edward	75
Hall, William	305
Hamley, William	261
Hamlyn, Charles	330
Harness, Richard S.	330
Harris, James	371
Harvey, Charles B.	301
Hatton, Henry John	397
Haultain, Charles	243
Haverfield, Robert T.	328
Hawkins, Abraham M.	91
Hay, Patrick Duff Henry	398
Hay, Robert	411
Haydon, William	11
Haymes, Philip George	343
Heaslop, John Colpoys	419
Herrick, William Henry	118
Hewes, Thomas Oldacres	13
Hillier, Curry William	205
Hillyar, William	328
Hilton, George	204
Hilton, John	250
Hird, William	305
Hole, Charles	76
Holman, William	64
Holmes, William	375
Hood, Silas Thomson	357
Hore, Herbert W.	216
Hore, Samuel B.	114
Horn, Philip T.	406
Hoskins, Samuel	282
Howell, Joseph B.	407
Huggins, James E.	273
Hutchinson, Charles	304
Hutchinson, William (*a*)	198
Incledon, Robert	114
Ingham, George	224
Irons, John	12
Jackson, Robert M.	153
Jackson, William R.	127
James, Edwin	156
Jekyll, John	65
Johnson, Edward	327
Julian, John	223
Julyan, Robert	202
Kains, John	148
Keenan, John	72
Keith, Sir George M.	152
Kelly, William (*b*)	27
Kent, Bartholomew	354
Kent, William G. C.	161
King, Henry	335
Kinsman, John K.	118
Kneeshaw, Joshua	148
Knight, Hood	269
Lambert, John	221
Lascelles, John F.	329
Laugharne, William	332
Lechmere, Charles	399
Le Hunte, Francis	275
Leith, William F.	239
Le Vesconte, Philip	415
Lewin, Richard J.	339
Lowcay, Henry	127
Lowthian, Robert	145

	Page
Luke, George (*b*)	283
Lynne, Henry	5
M'Coy, Robert	227
M'Culloch, Thomas	80
M'Killop, John G. M'B.	198
M'Konochie, Alexander	399
M'Meekan, Arthur	70
M'Pherson, George	409
M'Quhae, Peter	272
Maingy, Peter	364
Mangles, James	361
Mansel, Thomas	239
Mapleton, David	157
Marrett, Joseph	71
Marshall, Henry M.	278
Mason, Henry Browne	369
Matthews, Michael	401
Meade, John	83
Meara, James	213
Medlicott, John	200
Mercadell, Alexander	331
Methven, Thomas	64
Molesworth, Bourchier	154
Monilaws, William	404
Montgomery, Thomas	363
Moore, Charles (*b*)	418
Moorman, Richard	268
Morgan, John F.	335
Morgan, Thomas	340
Morris, John Row	221
Murley, William	132
Nares, William H.	281
Neill, Joseph	396
Newton, Vincent	198
Nicholas, John	198
Ninis, George	221
Norton, George	217
Oliver, James	140
Oliver, Robert (*a*)	329
Otty, Allen	373
Owen, Charles C.	342
Parker, Frederick A. H.	240
Parker, Henry	280
Parson, John	408
Patey, Joseph	374
Paynter, John P.	416
Pearson, Charles	305
Pearson, Hugh	202
Pedlar, George	334
Pengelley, Charles	331
Penruddocke, George	270
Phillips, John Geo.	336
Pickard, James	209
Pigot, Richard H. H.	200
Pilch, Robert	139
Popplewell, Matthew J.	132
Poyntz, Newdigate	400
Price, John	69
Prickett, John	75
Pyne, Henry	301
Radford, Samuel	149
Rayley, Charles	135
Revans, Thomas	407
Rich, Charles	406
Richards, William	261
Rhodes, John H.	271
Roberts, Daniel	70
Roberts, Mitchell	333
Roberts, Thomas	1
Roberts, William (*a*)	406
Roberts, William G.	401
Roberts, William P.	69
Robinett, Roger	335
Rokeby, Henry R.	368
Rooke, Frederick W.	69
Rose, James	119
Rowed, Henry	218
St. Clair, David Latimer	83
Sanders, Thomas	408
Sarmon, George Woods	367
Scobell, George T.	34
Scott, Edward F.	401
Scott, Henry W.	364
Scott, John	359
Scriven, Timothy	122
Seager, John	221
Seward, Charles	340
Seymour, Francis E.	154
Shaw, Isaac	117
Shed, Robert	222
Shepherd, John (*a*)	76
Shippard, William	75
Sibbald, James	371
Simpson, Thomas (*a*)	11
Skipsey, Robert	396
Smith, John Bernhard	90
Smith, Robert	152
Southey, Thomas	11
Squire, Charles	32
Stanton, Anthony C.	327
Stewart, Allan	221
Stewart, Edward	207
Stirling, James (*b*)	273
Streatfeild, Richard	199
Streatfeild, Robert	363
Street, Benjamin	4
Style, William	37
Suckling, William B.	282
Sykes, John	336
Sykes, Thomas	133
Symonds, John C.	312
Symons, James (*b*)	411
Taylor, Henry	242
Thomas, Abel W.	238
Thruston, Charles T.	37
Tomlinson, Robert	216

	Page		Page
Townsend, James	277	Whitaker, Thomas	369
Tracey, John	214	White, Mark	405
Treacy, Joshua	66	Whyte Edward	147
Truscott, Francis	336	Wilbraham, Richard	224
Truscott, George	68	Williams, Peter	325
Tullidge, Joseph C.	15	Williams, Thomas	277
Turberville, Edmund	272	Wilson, Andrew	79
Tupman, George	405	Wilson, Thomas	312
Turnour, Hon. Arthur R.	401	Wilson, Thomas H.	217
Tyler, Charles	37	Windeyer, Walter	363
Undrell, John	361	Woodley, William	406
Valpy, Anthony B.	304	Worsley, Miller	374
Vassall, Nathaniel	217	Wriford, Samuel	405
Walker, James Robertson	376	Wright, Mayson	118
Walker, Robert	147	Wright, William E.	420
Watson, John	220	Wyatt, Henry B.	399
Weeks, John	71	Yates, Robert B.	340
West, Christopher	200	Young, Thomas B.	135
Weymouth, Richard	340		

ADDENDA.

‡ Annesley, Francis Charles - 432
‡ Debenham, John - 432
* Littlehales, Bendall Robert - 422
† Maude, Hon. James Ashley - 424
* Shirley, George James - 421
† Smith, Thomas - 428
† Vincent, Andrew Atkins - 429
† Willoughby, Sir Nisbet J. - 424
‡ Young, Robert Benjamin - 423

ERRATA.

Page 20, line 7, *for* 17th, *read* 7th.
—— 115, —— 16, *for* engineeers, *read* engineers.
—— 137, —— 5 from the bottom, *for* April 5th, *read* in April.
—— 138, —— 7, *after* employed in, *insert* Egypt and.
—— 177, at the head of the page, *insert* 177.
—— 201, line 21, *for* safety, *read* safety, in 1812.
—— 222, last line but five of the small type, *for* Cain, *read* Cane.
—— 224, line 15, *for* INGRAM, *read* INGHAM.
—— 273, —— 5, *for* JAMES HUGGINS, *read* JAMES EDWARD HUGGINS.
—— 278, —— 4 from the bottom, *for* Elmoand, *read* Elmo and.
—— 324, —— 14 of the large type, *for* a vessel, *read* a Papenbourgh vessel.
—— 328, —— 7 from the bottom, *after* ROBERT *insert* TURNSTALL.
—— 337, —— 3, *for* Fisguard, *read* Fisgard.
—— 344, —— 8, *after* Clay *insert* a comma.
—— 12, *for* Whiteby, *read* Whitby.
—— 13, *for* Rachborne, *read* Rathborne.
—— 346, —— 9 from the bottom, *for* Blaney, *read* Blamey.
—— 352, —— 4, *after* there, *insert* also.

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* Now Rear-Admirals. † Captains. ‡ Commanders.

ROYAL NAVAL BIOGRAPHY.

COMMANDERS.

(*Continued.*)

THOMAS ROBERTS, Esq.

This officer first went to sea in the Swallow brig, Captain (now Sir William) Hargood, early in 1790; and joined the Bombay Castle 74, Captain (afterwards Sir John T.) Duckworth, at Spithead, on the 8th June following. In 1793, he was sent by the latter officer, then commanding the Orion 74, with Captain Solomon Ferris, of the Scorpion sloop, to obtain a more practical knowledge of seamanship; and in that vessel we find him running down the coast of Africa, touching at Ascension, and proceeding from thence to Barbadoes, where he again joined the Orion. He afterwards visited North Carolina; and, on his return home, was removed to the Cyclops frigate, Captain (now Sir Davidge) Gould, fitting out for the Mediterranean, where he followed that officer into the Bedford and Audacious, third rates. He was, consequently, present at the reduction of Bastia, in May, 1794; at the capture of two French line-of-battle ships, by the fleet under Vice-Admiral Hotham, off Genoa, Mar. 14th, 1795; and at the destruction of l'Alcide 74, near the Hières Islands, July 13th following.* In the first of these skirmishes with the republican fleet, the Bedford was second a-head in the line-of-battle, and warmly engaged with

* See Vol. I. Part I. p. 251, *et seq.* and the notes at pp. 340 and 254.

the Ca-Ira 80; her loss consisted of seven men killed, and a lieutenant and seventeen men wounded. After the latter affair, Mr. Roberts returned home, master's-mate of the Camel store-ship, Captain Edward Rotheram; and, subsequently, joined the Eurus 32, Captain James Ross, on the North Sea station; from which frigate he was promoted into the Serpent sloop, Captain Richard Buckoll, in Dec. 1796.

Between Jan. 5th and July 6th, 1797, the Serpent was employed in making a voyage to and from the coast of Africa, during which she detained a Swedish merchantman, laden with Dutch and Spanish property to the amount of 40,000*l.*; and captured a felucca, which had been despatched from Cadiz, to apprise the South American trade of the commencement of hostilities between Great Britain and Spain. She afterwards cruised off Havre, under the orders of Sir Richard J. Strachan, and, among other prizes, took a French transport laden with naval stores. On the 6th of Jan. 1798, she again sailed for Africa, where her commander fell a sacrifice to the climate, in the month of April following.

There being no other man-of-war then in company, Mr. Roberts, who had been first lieutenant of the Serpent ever since he held a commission, appointed himself successor to Captain Buckoll; but as a commodore was on the coast at the time, the Admiralty did not consider the death vacancy properly filled, and therefore refused to confirm him.

After interring the remains of his late commander, at James Fort, Accra, Lieutenant Roberts immediately collected a large and valuable fleet of merchantmen, chiefly bound to Surinam; and he appears to have been the first who ever conducted a convoy thither, two other officers, who had before made the attempt, having missed the land, whilst he, on the contrary, made it to a mile by lunar observations. He then ran down to Jamaica, and there received from Sir Hyde Parker an order to act as commander of the Serpent, which appointment was confirmed by the Admiralty, July 23d, 1798.

In the ensuing year, Captain Roberts, whose health had

become very much impaired, was sent home as whipper-in to a fleet of 113 West Indiamen, under the protection of the Regulus 44, bearing the flag of Vice-Admiral R. R. Bligh, who very soon parted company in a storm, and was not again seen by the Serpent until the third day after her arrival in the Downs. Eight or ten of the merchant vessels also parted company when outside the windward passages; but all the others were kept together and conducted safely into port by Captain Roberts, who had occasionally to chase away the enemy's privateers, which hovered about this valuable convoy, together with the usual difficulty of keeping the fast sailing vessels within bounds.

During the remainder of the war, the Serpent was employed on the Irish station; but, with the exception of one cruise, Captain Roberts does not appear to have been favored with the least chance of distinguishing himself, otherwise than by his careful attention to the trade constantly under his protection. Whilst on that cruise, he fell in with, and used every effort to get alongside of, a French frigate-built privateer, pierced for 36 guns, and apparently full of men; but owing to her superior sailing, and the darkness of night, she effected her escape without being brought to action.

On the renewal of hostilities, in 1803, this zealous officer was one of the first appointed to raise sea-fencibles in Ireland; on which service he continued until the dissolution of that corps, in the end of 1810. During this period he repeatedly applied for an active appointment; and we latterly find him volunteering to serve on the Canadian lakes, but without success: having no interest, and never having had an opportunity of achieving any brilliant exploit, his applications were utterly disregarded; although his long and arduous services in the Serpent may surely be said to have entitled him to some little consideration. His more fortunate brother, Samuel, is a captain in the royal navy, and C. B.*

* See Suppl. Part IV. pp. 28—31; and Vol. III. Part II. p. 440 *et seq.*

BENJAMIN STREET, Esq.

Obtained the rank of lieutenant in July, 1800; and distinguished himself on various occasions whilst commanding the Staunch gun-brig, off Isle Bourbon, in 1810. The following is an extract of an official letter from Captain (now Sir Josias) Rowley to Vice-Admiral Bertie, reporting the capture of la Venus French frigate, of 44 guns and 380 men:

"I think it my duty to mention the active zeal shewn by Captain Tomkinson, of the Otter, and Lieutenant Street, of the Staunch, both on the present service, and those on which we have lately been engaged*; the latter is an officer of long service, whose merits being well known to you, renders it unnecessary for me to recommend him to your notice."

In Dec. 1810, Lieutenant Street received the public thanks of Major-General Abercromby, for his "indefatigable exertions" in landing the army under that officer's command, near Port Louis, in the Isle of France†; and his conduct on this occasion was thus officially noticed in the naval despatches:

"Nor should I omit to bear testimony to the unwearied exertions of Lieutenant B. Street, commanding the government armed-ship Emma, who was employed for many successive nights in sounding, and, as it has been proved, gained a perfect knowledge of the anchorage on the enemy's coast, and who was equally strenuous in his services, in various ways, on shore. (Signed) "Alb. Bertie."

For these services, Lieutenant Street was promoted to the rank of commander, Mar. 4th, 1811.

JOHN ALEXANDER, Esq.

Served as midshipman on board the Royal George, first-rate, bearing the flag of Sir John T. Duckworth, during the expedition against Constantinople; and was badly wounded by the Turks, at the island of Prota, Feb. 27th, 1807.‡ On the following day, he was promoted to the rank

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* See p. 16 *et seq.*, and Vol. I. Part II. p. 629, *et seq.*
† See Vol. II. Part I. p. 417. ‡ See Suppl. Part II. p. 139.

of lieutenant. We subsequently find him serving under Captain (now Rear-Admiral) Thomas Harvey, in the Standard 64. His commission as commander bears date, Mar. 14th, 1811.

This officer married, Aug. 22d, 1819, Anna Maria, second daughter of the Rev. J. Price, vicar of Merriott, co. Somerset.

JOHN CRAMER, Esq.

Was made a lieutenant in 1795; and promoted to the rank of commander, Mar. 15th, 1811.

HENRY LYNNE, Esq.

Was made lieutenant in 1794, and appears to have been a passenger on board the Laurel 22, Captain John Charles Woollcombe, when that ship was captured, after a gallant action, near the Mauritius, by the French 40-gun frigate Canonnière, Sept. 12th, 1808. He subsequently commanded the Emma government transport, at Isle Bourbon, where he contributed by his "indefatigable exertions" to the re-establishment of our naval supremacy in the Indian Ocean, as was officially acknowledged. In Dec. 1810, he acted as commander of the Eclipse sloop, at the capture of the Isle of France; and in Feb. following, we find him taking possession of Tamatavé, thereby securing to the British "an unmolested traffic with the fruitful and abundant island of Madagascar." He obtained his present rank on the 18th of April, 1811, and continued to command the Eclipse (latterly on the West India station) until July, 1814.

WILLIAM GREGORY, Esq.

Was made a lieutenant in Oct. 1802, and promoted to his present rank in April, 1811. He subsequently commanded the Electra sloop, on the Newfoundland station, where he captured, July 7th, 1813, the American privateer schooner

Growler, mounting one long 24-pounder and four eighteens, with a complement of sixty men. Since the peace he has been employed in the Ordinary at Sheerness.

JAMES DE RIPPE, Esq.

Was made a lieutenant in May, 1804, and promoted to the command of the Racehorse sloop, on the Cape of Good Hope station, April 18th, 1811. On the 20th of the following month, he witnessed the capture of la Renommée, French frigate, near Madagascar; and on the 24th, assisted in taking possession of her late consort, la Néréide, together with several merchant vessels, in the port of Tamatavé.* He died in the year 1828.

JAMES CLEPHAN, Esq.

Is a native of Fifeshire, and appears to have served his time as an apprentice in the merchant service. In July, 1794, having fallen into the hands of a press-gang, he entered as an able seaman on board the Sybil 28, Captain the Hon. Charles Jones†, by whom he was rated master's-mate of the Doris frigate in Oct. 1795. Subsequent to the demise of that officer‡, we find him serving in the latter ship, under Captains John Halliday and Charles Brisbane, until advanced to the rank of lieutenant for his gallant conduct at the attack and capture of la Chevrette, French national corvette, in Camaret bay, near Brest, July 22d, 1801. To the account already given of this brilliant enterprise§, we have now to add, that, although knocked overboard when mounting her side, he was the first person who gained the enemy's deck; and that he there received several slight wounds, of which no mention was made in the surgeon's report. On receiving his first commission from Admiral Cornwallis, that veteran

* See Vol. II. Part II. p. 833 *et seq.*

† Afterwards Viscount Ranelagh. ‡ Dec. 24th, 1800.

§ See Vol. II. Part II. p. 884 *et seq.*

chief thus addressed him :—" *Your country is much indebted to you for your gallant services; you are now a lieutenant of the Namur;—you well deserve your promotion;—few officers have earned it so hardly.*"

The Namur 90, Captain the Hon. Michael De Courcy, was paid off in April, 1802; from which period Mr. Clephan continued on half-pay until Mar. 1803, when he was appointed to the Spartiate 74, Captain George Murray. In this ship he visited the West Indies, under the command of Sir Francis Laforey, at whose particular request he became her first lieutenant immediately after the battle of Trafalgar*, and remained as such until she was put out of commission in Dec. 1809. His next appointment was, in Aug. 1810, to be first of the Dragon 74, fitting out for the flag of Sir Francis, by whom he was promoted to the command of the Charybdis sloop, on the Leeward Islands' station, April 20th, 1811.

On the 31st Dec. 1812, Commander Clephan captured the American schooner privateer Blockade, of 10 guns and 66 men, near the island of Saba. The Charybdis was paid off at Deptford, in Aug. 1815; since which he has not been employed.

JAMES HENRY GARRETY, Esq.

Obtained the rank of lieutenant in May, 1801; commanded the Favorite hired armed cutter, in action with the Flushing flotilla, May 16th, 1804†; and lost an arm, whilst gallantly defending the Plumper gun-brig, near Granville, July 16, 1805.

"On the 15th of July," says Mr. James, "the gun-brigs Plumper and Teazer" (the latter commanded by Lieutenant George Lewis Kerr), "while cruising off the port of Granville, found themselves becalmed, and likely to be carried into danger by the strength of the tide. They therefore anchored near the island of Chausey, but, owing to the exigency of the moment, at too great a distance apart to benefit by any mutual support, in the event of being attacked before a breeze sprang up. The critical situation of these brigs being plainly seen from Granville, which was

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* See Suppl. Part III. p. 181. † See Suppl. Part I. p. 17.

not four leagues distant, Capitaine Louis Léon Jacob, commanding the several divisions of the flotilla that were assembled between Saint-Malo and Cherbourg, resolved to send some gun-vessels to attempt the capture of them. Accordingly, as soon as it grew dark, seven of the largest class of French gun-vessels, armed each with three long 24-pounders and an 8-inch howitzer, and amply supplied with men and musketry, swept out of the port, under the command of Capitaine Joseph Collet. On the 16th, at 2.30 A. M., they arrived within long range of the Plumper, and opened a fire upon her from their heavy long guns; taking such a safe position, as they advanced, that the brig's 18-pounder carronades could only at intervals be brought to bear upon them. In the course of half an hour Lieutenant Garrety, who from the first had conducted himself in the bravest manner, had his arm shot away; but he continued, for some time, to animate his men in repulsing the enemy. At length, at the end of an hour's cannonade, from which she had greatly suffered in hull and crew, the Plumper surrendered.

"Having shifted their prisoners and manned the prize, the French rested at an anchor, until the tide turned again in their favour at 6 A. M.; when, accompanied by the Plumper, they weighed, and stood for her late consort. At 8.45, the seven French gun-vessels and their prize commenced firing at the Teazer; who, at 9 A. M., cut her cable, and, setting all sail, tried to escape. But the calm continuing, the brig made little or no progress; and her opponents soon surrounded and captured her. The British loss on this occasion has been noticed nowhere but in the French accounts. By these it appears that the two brigs had, including Lieutenant Garrety, seventeen men badly wounded, the greater part on board the Plumper; but, with respect to the killed, which probably amounted to four or five, no intelligence was obtained. The loss on board the French gun-vessels appears to have amounted to five men wounded, including Captain Collet; who, on the afternoon of the same day, entered Granville with his two prizes."

On the 5th of Feb. 1806, a pension was granted to Lieutenant Garrety, the amount of which, at the time of his death, was 200*l.* per annum. On the 3d of May, 1811, he was promoted to the rank of commander; and in Jan. 1812, appointed to the Parthian sloop, on the North Sea station. He married a sister of Lieutenant Joseph G. H. Gramshaw, R. N.; and died in the year 1827.

JOHN GILMOUR, Esq.

Obtained his first commission in Sept. 1801; and was senior lieutenant of the Caroline frigate, at the capture of

Banda-Neira, the chief of the Dutch Spice Islands, Aug. 9th, 1810. In the official report of that conquest, made by Captain (now Sir Christopher) Cole to Rear-Admiral Drury, there appears the following passage:

"The colours of Forts Nassau and Belgica will be presented to your excellency by Lieutenant John Gilmour, who has served nine years in this country as a lieutenant, and a large portion of that time as first lieutenant under my command. Although labouring under severe illness, he took charge of the ship on my quitting her; and his seaman-like and zealous conduct in the discharge of his trust was most conspicuous."

Lieutenant Gilmour's promotion to the rank of commander did not take place until July 1st, 1811. He died in the year 1823.

JAMES BREMER, Esq.

Son of the late Captain James Bremer, R. N. (whose services are briefly recorded in Charnock's Biographia Navalis), by Marianne, sister of Lieutenant Daniel Gernier, who perished on board the Ramillies 74, near Plymouth, Feb. 15th, 1760 *.

This officer was born at Southampton, Jan. 15th, 1767; and had scarcely attained the sixth year of his age, when he accompanied his father, in the Pearl frigate, to Newfoundland. On his return home, in 1774, he was placed at school, where he continued until July, 1778, when we find him embarking as a midshipman on board the Vigilant 64, in which ship he served, under Captains Robert Kingsmill and Sir Digby Dent, on the Channel and West India stations, upwards of three years. The most remarkable events of which he was an eye-witness, during that period, were the action between Keppel and D'Orvilliers, off Ushant, July 27th, 1778; that between Byron and D'Estaing, off Grenada, July 6th, 1779; and those between Rodney and De Guichen, off Martinique, in April and May, 1780. In these encounters

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* See Suppl. Part I. note * at p. 458.

14 of his shipmates were killed, and he, with 30 others, wounded.

The Vigilant was paid off, at Chatham, Sept. 3d, 1781; and Mr. Bremer remained on shore from that period until April 15th, 1782, when he joined the Crocodile 24, Captain Albemarle Bertie, on the Downs station. Whilst in this ship, he was blown up and severely burnt, during an action with a Dunkirk privateer of 32 guns. On the 22d Aug. he followed Captain Bertie into the Recovery frigate, then about to accompany Lord Howe to the relief of Gibraltar; and after the performance of that service, witnessed a partial action with the combined forces of France and Spain, off Cape Spartel.

On the 24th May, 1784, Mr. Bremer, then serving under Captain Jonathan Faulknor, in the Proselyte 32, at Quebec, was discharged into the Boreas 28, Captain Horatio Nelson, for a passage to the Leeward Islands, where he appears to have been principally employed in the Berbice schooner, tender to the Adamant 50, flag-ship of Sir Richard Hughes, commander-in-chief, with whom he returned home in the autumn of 1786. His next trip was to the same station, in the Sybil 28, Captain Richard Bickerton, under whose command he continued from Mar. 7th, 1787, until Sept. 30th, 1790; when we find him drafted, with the other petty-officers of that frigate, into the Boyne 98, Captain George Bowyer, from which ship, then fitting out at Woolwich, he was at length promoted to the rank of lieutenant, by commission dated Nov. 22d, 1790. His subsequent appointments were, to the Childers sloop, Captain (now Sir Robert) Barlow, employed in the suppression of smuggling;—to the Prince 98, bearing the flag of Rear-Admiral Bowyer, in the Channel fleet;—to the command of the Bull-dog gun-boat, fitting out for the Jersey station;—to the Ruby 64, Captain Edwin Henry Stanhope, of which ship he became first-lieutenant after the surrender of the Cape of Good Hope;—to command, *pro tempore*, the Vindictive 28, one of the Dutch squadron taken in Saldanha bay;—to be first of the Director 64, Captain William (*alias* Bounty) Bligh, on the North Sea station;—to the

superintendence of a signal station on the coast of Suffolk ;—to the command of the Constant gun-brig ;—to the sea-fencible service, at Looe, in Cornwall ;—to the command of the Chance cutter, on the Portsmouth station ;—to that of the Suffolk prison-ship, moored in Portchester Lake ;—to be acting-agent of transports in the expedition against Guadaloupe ;—to serve as supernumerary lieutenant of several ships on the Leeward Islands' station, where he continued until advanced to his present rank, Aug. 1st, 1811 ;—and lastly, May 28th, 1813, to be principal agent for prisoners of war, &c. at Jamaica, from whence he returned home in Sept. 1815.

Commander Bremer married Catherine Saumarez, daughter of Mr. Thomas Mounsteven, of Windsor House, Bodmin, co. Cornwall. His eldest son is an officer in the 53d regiment of foot.

THOMAS SIMPSON (*a*), Esq.

(*Seniority, 1st August,* 1811.)

THOMAS SOUTHEY, Esq.

Has been twice wounded in action with the enemy—first, while serving as midshipman on board the Mars 74, Captain Alexander Hood, at the capture of the French line-of-battle ship Hercule, April 21st, 1798 * ; and, secondly, as lieutenant of the Bellona 74, Captain Thomas Boulden Thompson, at the battle of Copenhagen, April 2d, 1801. He obtained his present rank on the 1st Aug. 1811.

WILLIAM HAYDON, Esq.

Was made a lieutenant in Sept. 1799; and promoted to the rank of commander, Aug. 1st, 1811.

* See Vol. II. Part II. p. 615, *et seq.*

JOHN IRONS, Esq.

Was born at Aberdeen, in Scotland; and appears to have first embarked as midshipman, on board the Formidable 98, Captain William Parker, May 23d, 1790. After the settlement of the then existing dispute between Great Britain and Spain, he passed through the south of France to Turkey; and on his return from thence, sailed for Greenland in a ship which is said to have penetrated as far as lat. 82° 30′ N. In 1793, he joined the Lion hired armed vessel, on the Channel station; and from her removed into the Nonsuch 64, employed as a floating battery in the expedition to Ostend. We next find him in the Stately 64, Captain Billy Douglas, under whom he assisted at the reduction of the Cape of Good Hope, in Sept. 1795; and at the capture of a Dutch squadron, in Saldanha bay, Aug. 17th, 1796 *. He subsequently served in the Firm gun-vessel, Dart sloop, Melpomene frigate, and Isis 50; the latter ship bearing the flag of Vice-Admiral Andrew Mitchell, in the expedition to Holland, in 1799 †.

After the fall of the Helder, and the consequent surrender of the Dutch fleet in the Texel, Mr. Irons was employed on various services in the Zuyder Zee, particularly at the town of Lemner, which he "most gallantly" assisted in defending against a very superior force, as will be seen by reference to p. 92 of Vol. III. Part II. On the 10th Feb. 1800, he was promoted to the rank of lieutenant; and on the termination of hostilities, in 1801, presented with the Turkish gold medal for his services, in the Ceres troop-ship and Victorieuse sloop, during the Egyptian campaign. After the renewal of the war, in 1803, he served successively in the Inflexible and Dictator 64's; Roebuck 44, bearing the flag of Vice-Admiral Billy Douglas; Calypso 18, Diligence 16, and Havock gun-brig, on the North Sea and Baltic stations. His commission as commander bears date Aug. 1st, 1811.

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* See Vol. I. Part I. pp. 47—51.

† See *id.* p. 414, *et seq.*

THOMAS OLDACRES HEWES, Esq.

Was made a lieutenant in Oct. 1800. We first find him serving in the Blanche frigate, Captain Zachary Mudge, with whom he had the misfortune to be captured by a French squadron, on the West India station, July 19th, 1805 *. Respecting the defence of that ship, and the severe remarks thereon contained in James's Naval History, he has written to the author of this work as follows :

" Mr. James's observations are both scurrilous and unjust. I was first lieutenant of the Blanche in that action, and as I gave my evidence upon oath at Captain Mudge's court-martial, I trust it will not be necessary for me to enter more into the subject here, than to say that he did every thing in his power for her defence; nor were her colours struck until she had for some time refused to answer her helm, and consequently become unmanageable. As to James referring to Captain Mudge's statement of the number of men composing the crews of the enemy's squadron, every naval man must be aware of the difficulty of getting correct information on such a subject from French officers, and Captain Mudge had no other means. I can only add, that it was understood to be correct at the time ; as was also his statement respecting the Proselyte and her convoy. If the Illustrious had charge of that fleet, it was unknown to us, and I believe it was equally so to Mons. Baudin and his officers, who informed us that they were waiting for the Proselyte and her charge.

" I have very recently been informed, that Mr. James had his information from an officer who left the Blanche (not on the best of terms with his captain) more than a year prior to her capture. From whom he actually received it, I know not; but this I know, that I envy not that man his feelings who could thus, to gratify his malice, privately stab the character of an active, deserving officer, and through him wound the feelings of his subordinate officers and crew. And here, may I ask what becomes of Mr. James's vaunted impartiality, when he thus dips his pen in gall, and prostitutes his pages to the purposes of private slander? But, Sir, Captain Mudge and his officers have the consolation of knowing, that their efforts were not only highly approved of by the distinguished characters who sat upon their court-martial, but also by the Lords Commissioners of the Admiralty, who immediately appointed Captain Mudge, with his officers, and part of the Blanche's crew, to the Phœnix, a more fortunate ship, she having just returned into port with her prize la Didon.

(Signed) " Thomas Hewes."

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* See Vol. II. Part I. p. 309.

We shall here lay before our readers the copies of two letters from Rear-Admiral Manley Dixon, addressed to Captain Stephen Poyntz, of the Edgar 74, which, as they never appeared in the London Gazette, although the vessels they refer to were purchased for Government, may prove gratifying to the parties immediately concerned.

"*H. M. S. Ruby, off Anholt, 13th July*, 1810.

"Sir,—I have the pleasure to acknowledge the receipt of your letter of the 12th instant, stating the capture of three of the enemy's row gun-boats by the boats of the Edgar and Dictator, under the direction of Lieutenant Hewes, first of the former ship, on the night of the 7th instant; and in return, I most sincerely congratulate you on the successful result of that gallant and well conducted service, which so strongly evinced the spirit and discipline of the two ships in the persons of the brave officers, seamen, and marines, by whom it was so promptly executed. I have not failed to take the earliest moment to forward your letter to the commander-in-chief, as likewise a duplicate to the secretary of the Admiralty. The gun-boats, from their construction, being well adapted to give additional strength to the flotilla of H. M. ships in the Belt, I have ordered them to be fitted out immediately; and having directed the necessary survey, and valuation thereon, I have forwarded the report to the commander-in-chief for his approval, recommending them to be purchased for H. M. service. The Ruby, Edgar, and Ganges, are each to have one; the captain of the Saturn has my orders to deliver the one she has to you, and which I have named the Hewes, as a small testimony of the very high opinion I entertain of the gallanty and merit of the first lieutenant of the Edgar. I have the honor to be, &c. (Signed) "MANLEY DIXON."

"*H. M. S. Ruby, off Sproe, 22d Aug.* 1810.

"Sir,—Having received a letter from Vice-Admiral Sir James Saumarez, Bart. K. B. &c. &c. commander-in-chief in the Baltic, desiring me to signify to you his approbation of your skill and judgment in planning the attack of the Danish gun-boats, and which had been so bravely executed by the officers and men under the orders of Lieutenant Hewes, and that likewise you should signify to them his highest approbation of their gallant conduct upon that occasion, I have great pleasure in signifying the same to you; and am, Sir, &c. (Signed) "MANLEY DIXON."

Lieutenant Hewes was promoted to the rank of commander on the 1st Aug. 1811.

JOSEPH CREW TULLIDGE, Esq.

Was made a lieutenant in Oct. 1800. We first find him serving under Captain John Edgcumbe, of the Heron sloop; and next in the Africaine frigate, Captain Robert Corbett.

In June, 1810, the Africaine sailed from Plymouth with despatches for the Governor-General of India, containing orders for the immediate equipment of an expedition against the Isles of France and Bourbon. On the 9th Sept., she touched at the island of Rodriguez, to replenish her water; but, learning what had befallen the squadron under Captain Samuel Pym, at Port Sud-Est, in the Isle of France*, and that Isle Bourbon was already in possession of the British, Captain Corbett determined upon changing his route, and hastened to join Commodore Rowley, the officer then charged with the blockade of Port Louis. On the 11th of the same month, the Africaine's barge and jolly-boat sustained a loss of two men killed, and a marine officer, a master's-mate, a midshipman, and thirteen men wounded, in an unsuccessful attempt to bring off a French transport schooner which had run on shore near Grande-Baie. Captain Corbett's subsequent proceedings are thus detailed by Mr. James:

"As soon as her two boats returned, the Africaine bore up for Bourbon, and at 4 A. M. on the 12th, made the island. At 6, two ships were observed in the offing of St. Denis; and at 7, Captain Corbett learnt from a transport at anchor in the bay, that they were French, as well as a man-of-war brig, now also seen to windward of the frigates. At 8 A. M., Captain Corbett went on shore; and the Africaine continued standing off and on, clearing herself for action. At 10 A. M., the two frigates (Iphigénie and Astrée) telegraphed each other; and then the brig (Entreprenant) made sail to the N. E., and was soon out of sight. The frigates stood in upon the larboard tack, as if disposed to offer battle; whereupon Captain Corbett, who was employed in landing his badly wounded, hoisted a broad pendant and red ensign. The object of doing this was, by deceiving the French into a belief that the Africaine was their old acquaintance the Boadicea, to conceal the fact of any additional British force having arrived on the station."

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* See Suppl. Part II. pp. 164—166.

It is proper here to state, that the broad pendant and red ensign were displayed at the suggestion of Lieutenant Edward Lloyd, of the Boadicea, whom Commodore Rowley had left in charge of the signal posts at St. Denis, in order to watch and report the movements of the enemy's squadron which blockaded Isle Bourbon, after Captain Pym's unfortunate affair in Port Sud-Est.

"At noon, or shortly afterwards, the Boadicea herself weighed from the bay of St. Paul, and accompanied by the 16-gun sloop Otter, Captain James Tomkinson, and gun-brig Staunch, Lieutenant Benjamin Street, proceeded in chase of the two French frigates. At 2 P. M. she rounded Pointe du Galet, having the wind well from the southward; while the Iphigénie and Astrée were under all sail on the starboard tack, with the wind, a common occurrence in the vicinity of Madagascar, fresh from the eastward. The instant she cleared the bay of St. Paul, the Boadicea was descried, and, making her number, became at once recognised by the Africaine. Commodore Rowley, when getting under weigh, had received an intimation from the Lieutenant-Governor of Isle Bourbon, that an English frigate, reported to be the Africaine, had arrived at St. Denis: he therefore knew that the frigate in sight was her. Captain Corbett now returned on board his ship, attended by Major Barry, of the Honourable Company's service, and Captain Elliott, of the British regulars. At about the same time the frigate received from the shore a lieutenant and 25 soldiers of the 86th regiment, to replace her wounded, most of whom were able seamen.

"The Africaine immediately made sail upon the starboard tack, the same as that on which the French ships were standing. These, at about 3 P. M., had descried the Boadicea and her two consorts. The latter Captain Bouvet (of the Iphigénie) knew were the Otter and Staunch; but the Boadicea, on account of the *ruse* practised by the Africaine in the morning, he took to be the Windham (re-captured East Indiaman), equipped as a ship of war. By 6 P. M. the Otter and Staunch had so dropped astern in the chase, as to be entirely out of sight of the Africaine; and about the same time the Boadicea, being headed by the east wind, took in her studding-sails and braced up. This brought her about eight miles on the Africaine's lee quarter. At 6-20 P. M., the Africaine lost sight of the Boadicea; and in ten minutes more the latter lost sight, in the opposite direction, of the Otter and Staunch. The weathermost French frigate, finding the Africaine approaching fast, bore up to join her consort; and at 7-30 P. M. the Africaine was about two miles and a half on their weather quarter, with such a decided superiority in sailing as to keep way with them under topsails and foresail, while they were carrying top-gallant-sails and courses.

"Proceeding thus under easy sail, in order to allow the Boadicea time to get up, the Africaine, as soon as it grew dark, began firing rockets and burning blue-lights, to point out her situation. At 9 P. M. the Boadicea saw a flash in the S. E., and at 9-30 observed the enemy and the Africaine burn blue-lights. At 1-50 A.M. on the 13th, in the midst of a fresh squall, the French frigates bore up; and immediately the Africaine, fearing their intention might be to run or wear, bore up also, and manned her starboard guns. At 2-10, the Astrée and Iphigénie again hauled to the wind on the same tack; and the Africaine, having hauled up likewise, found herself within less than musket-shot distance on the Astrée's weather quarter. The Boadicea was now four or five miles distant on the lee quarter of the Africaine; but having been thrown, by accident, into so good a position, and knowing that a run of two or three hours more would bring the enemy to Port Louis, Captain Corbett could not refrain from becoming the assailant.

"Accordingly, at 2-20 A.M. the Africaine fired her larboard guns, loaded with two round shot each, into the weather quarter of the Astrée, who immediately returned the fire. The second broadside from that ship mortally wounded Captain Corbett, a shot striking off his right foot above the ancle, and a blow from a splinter causing a compound fracture of the thigh of the same leg. The command of the Africaine now devolved upon Lieutenant Joseph Crew Tullidge, who was ordered by Captain Corbett, as he was removing below, to bring the enemy to close action. At 2-30 A. M., having had her jib-boom and the weather-clue of her fore-topsail shot away, and fearing that her bowsprit had suffered, the Astrée ranged a-head clear of her opponent's guns. On this the men at the Africaine's foremost main-deck guns began hurraing, and the remainder of the ship's company caught and repeated the cheer. The lightness of the breeze, which had been gradually falling since the action commenced, would have deprived the Africaine of her former advantage in point of sailing, even had the Astrée's fire not cut away the greater part of her running rigging: hence she had scarcely steerage-way through the water. The Iphigénie, meanwhile, had bore up, and now took a station on the lee quarter of her consort. The breeze freshening a little at this time, the Africaine made sail, and running alongside the Iphigénie to windward, recommenced the action, having the Astrée on her weather-bow. A sudden fall in the wind enabled the latter ship to retain her position; and thus lay the Africaine, with one ship of equal force within half pistol-shot on her larboard-beam, and another, of the same or a greater force, close on her starboard-bow, raking her with a most destructive fire of round, grape, and langridge.

"At 3-30 A. M. the Africaine had her jib-boom and fore-topmast shot away, and shortly afterwards her mizen-topmast. *Lieutenant Tullidge, by this time, had been severely wounded in four places, but could not be persuaded to go below.* Lieutenant Robert Forder, the next officer in

seniority, had been shot through the breast with a musket-ball, and taken below; and at 4 A. M. the master (Samuel Parker) had his head carried off by a round shot. Still the Africaine continued the action; but her fire gradually grew feebler, until about 4-45 A. M., when it entirely ceased. The ship was now with her three lower masts reduced to a tottering state, her hull pierced in all directions, her quarter-deck nearly cleared of officers and men, and her main-deck so thinned that only six guns could be properly manned. Being in this disabled state; seeing also, from the calm state of the weather, no chance of relief from the Boadicea, whom the opening day-light discovered about four or five miles off, and having no hope of escape, nor means of further resistance, the Africaine, at a few minutes before 5 A. M., hauled down her colours. Although this was done, and every light extinguished, the French, contrary to the law of arms, continued, for nearly fifteen minutes, to fire into the British frigate; whereby Captain Elliott, of the army, and several men were killed.

"Of her complement, including soldiers, of 295 men and boys, the Africaine had 49 killed and 114 wounded. Captain Corbett had his leg amputated below the knee during the action, and died about six hours after the operation had been performed. Had he survived, he must have submitted to a second amputation above the compound fracture. The loss sustained by the French frigates, as stated in the letter of Commodore Bouvet, amounted to 10 killed and 35 wounded. The damages they sustained bore a proportion to their loss of men. The Astrée was very slightly injured in hull or spars: the Iphigénie had her masts, yards, and rigging more or less wounded and cut, but none of her masts so dangerously struck as to require replacing."

Mr. James, in continuation, says, "No sooner was the Africaine in possession of her captors, than her shot-lockers were ransacked to supply the Iphigénie, whose guns were of the same calibre; but only fifty round shot remained of the former's originally ample store. That they had been expended in the action is certain; but there is reason to believe, that the Africaine's crew had been very little, if at all, exercised at the guns: consequently that, in nine times out of ten, the men might as well have fired blank cartridges as shot." The former part of this statement is certainly incorrect.—Not only was her shot-locker nearly full, but even the racks around the hatchways still contained many shot, blackened as they were before the action. Our informant, now a captain in the navy, is of opinion, as are many other persons, that the Africaine's crew, disgusted

with their captain's tyrannical conduct, did not shot the guns at all after the second or third broadside.

" At a few minutes before the Africaine hauled down her flag, a breeze began to swell the sails of the Boadicea; and the latter, very soon after daylight, ' passed within musket-shot of the enemy.' It was now discovered that the Africaine was a prize to the French frigates, and greatly disabled, while they apparently had suffered but little. At 6 A. M. the Boadicea tacked and stood to-windward of them, to look for the Otter and Staunch, whose very bad sailing was at this time particularly unfortunate. At 6-10, the Africaine's foremast was seen to fall by the board; at 7, her mizen-mast and main-topmast; and at 8 A. M., her main-mast. Her bowsprit, or the head of it, also, we believe, went; and thus was the Africaine a totally dismasted hulk. * * * * * *

" At 7-30 A. M., the Boadicea discovered the Otter and Staunch to-windward, and at 10 was joined by them. At forty minutes past noon they all bore up, with a fine breeze from the S.S.E., for the two French frigates and the wreck of the Africaine. At 1-30 P. M. the Boadicea hauled up her fore-sail, and came to the wind on the larboard tack. At 3-30, she and her consorts again bore up; and in ten minutes afterwards the Astrée, taking the Iphigénie in tow, abandoned the Africaine and made sail to-windward. At 5 P. M., by which time the Boadicea had arrived close abreast of the Africaine, the latter fired two guns and hauled down the French colours. * * * * * * On the 22d, in the morning, Captain Bouvet, with his two frigates and a prize (the Hon. Company's cruiser Aurora), anchored in the harbour of Port Louis."

Lieutenant Tullidge, and about ninety of the Africaine's surviving officers and crew, including more than forty of the wounded, were removed to the French frigates, and consequently continued in captivity until the reduction of the Isle of France, in Dec. 1810.

On the 23d April, 1811, a court-martial assembled on board the Gladiator, in Portsmouth harbour, to try Lieutenant Tullidge for the loss of the above ship; and having examined into the circumstances attending her capture, agreed, " That H. M. said ship Africaine was captured by a very superior force of the enemy, after an action which was commenced by the order of her deceased commander, the late Captain Robert Corbett, in a very brave and spirited manner; and after he was disabled by the loss of his right leg, by the second broadside of the enemy, was continued by the said Lieutenant Tullidge, in the most gallant and determined

manner, *although he had received four severe wounds during the action*, as long as there was the least chance of preserving her from the enemy; and did adjudge the said Lieutenant Tullidge, his surviving officers, and ship's company, to be MOST HONORABLY ACQUITTED."

On the 1st of Aug. following, Lieutenant Tullidge was promoted to the rank of commander; and on the 17th Oct. 1813, appointed to the Clinker sloop of war. He obtained a pension of 150*l.* per annum, April 4th, 1816.

SAMUEL BROWN, Esq.

OBTAINED the rank of lieutenant in Oct. 1801; and served as third of the Phœnix frigate, Captain Thomas Baker, at the capture of la Didon, French national ship, of very superior force, Aug. 10th, 1805*. He was subsequently appointed to the Ulysses 44, Captain the Hon. Warwick Lake; and on the 1st of Aug. 1811, promoted to the rank of commander†.

This officer is the inventor and manufacturer of the twisted iron cables, respecting which the following observations appeared in the Philosophical Magazine for October, 1814:

"The great importance of safe cables for ships is known to every one in the slightest degree acquainted with maritime affairs. In circumstances of danger, the preservation of the cargo is often a matter of great magnitude; but that of the lives of the seamen is infinitely greater. Like almost every thing connected with navigation, the means resorted to have, till lately, been confined to improvements in the manufacture of cordage, and some of these have been great; but, either from prejudice or want of consideration, a change of the material for one of greater strength, and less liable to be ruptured by strain, or worn away by friction, seems never to have been even thought of.

"The first, we believe, who made any attempt to introduce a stronger and better material for anchor cables and moorings, was Captain Samuel Brown, of the royal navy. He had the merit of at once adopting the best that could possibly be thought of, both in point of strength and œconomy.

* See Vol. I. Part II. p. 830.

† *Erratum in James's Naval History*, 2d edit. vol. IV. p. 248, line 8; *for* Samuel Brown *read* Joseph Oliver; and *dele* the remainder of the paragraph *after* Phœnix.

We mean good tough wrought iron; and had he not fallen into an error in principle in the construction, his invention, as applicable to naval purposes, would have almost defied the possibility of any further improvement.

"This gentleman was so confident of the correctness of his ideas respecting the superior strength, and consequent safety to be derived from iron chains in place of ropes, that he equipped a vessel of 400 tons, the Penelope, with iron rigging, stays, cables, &c. in which he proceeded on a voyage to Martinique and Guadaloupe, and in four months returned to London in perfect order, after experiencing every severity necessary to demonstrate the efficacy of iron in place of hemp. But the introduction of iron ground tackle, we consider as of much greater importance than any thing connected with the rigging.

"Since that time, iron cables have been introduced, not only into different ships in the royal navy, but in the merchant service, and with great success; for though some did give way in severe weather, especially of those first made, it is but justice to state, that even in these cases the hempen cables of the surrounding ships had all given way hours before, and that in most instances the ships so furnished have kept their anchors, when other ships parted and drove. This important fact has been so clearly established by reports from the different captains who have tried iron cables, that we confidently anticipate the day as not very distant, when hemp will be entirely discarded from the ground tackle of every British ship.

"We have said, that but for an error in his principle of construction, Captain Brown's substitution of chain for hemp cables would have been perfect. This error arose from a prejudice natural to persons who are not thorough mechanicians, or who overlook those mathematical dicta which ought to guide every mechanical arrangement—an idea that a certain portion of *elasticity* should be given to the chain. To attain this ideal advantage, a certain degree of twist, equal to nearly one-fourth of a revolution, was given to each link; so that, when a strain comes upon the chain, it never finds any part of any portion of it in that situation which would present the greatest resistance to a change of figure. In such a chain, every strain makes an effort to bring every link into that form which it ought to have had in its first construction: and in proportion as the strain effects this, so far the links have been weakened, by having the particles of which they are respectively composed placed in a new order, at the expence of the corpuscular attraction exerted by these particles individually for those to which they are most contiguous.

"That this derangement of particles, and consequent diminution of strength, does take place in twisted links, is plain from what happens in proving the chains composed of such links: 'a cable for a ship of 400 tons will stretch, during this operation, in a whole cable, nearly *thirty feet!*

and will recover about ten*, when the strain is taken off.' What a derangement is here! When we look at this, and contemplate the injury hereby inflicted on the materials, we confess that we are not surprised that some of these chains have given way. That any of them should stand after sustaining such an injury, furnishes, perhaps, the strongest evidence that could be adduced, of the superiority of iron over hemp for the purposes of a cable.

"It is the more surprising that Captain Brown should have fallen into this mistake respecting elasticity, having himself detected and exposed its fallacy as to hemp: 'There cannot, says he, ever be any certain advantage deduced from the portion of elasticity which cordage is known to possess; for the force which caused its extension may be extended for a considerable time after the cable has been stretched to its utmost limits:'—of course, under a further strain it must break. He might have added, that every lengthening of a rope by strain is accompanied with the rupture of a certain number of its fibres: every repetition of the force ruptures more of them, and thus in time it becomes unserviceable. There is no stretching without this partial rupturing; and it is equally true, that no change in the relative position of the particles of matter in the link of a chain can be induced without a proportionate rupturing, injurious to its strength, taking place, though not perceptible to the eye.

"Were it even true that the *giving* of a hempen cable was in its favour, the iron cable, from its superior gravity and the consequent weight of its curve, (an advantage justly appreciated by Captain Brown,) possesses more capability of *giving* (*i. e.* of lengthening the distance between the points of resistance) by the first effect of every strain, namely, an effort to straighten the chain, than any cable can by stretching. The elasticity, therefore, which Captain Brown gives to his chain, presents no one benefit to compensate in the slightest degree for the injury done to the iron, by giving it a form unfavourable to the resistance of violence.

"The defect, and it is a most serious one, which attaches to the construction of Captain Brown's chain, has been most happily obviated in another mode of construction, for which the inventor, Mr. Thomas Brunton, of the Commercial Road, has likewise obtained a patent. In Mr. Brunton's chain cable, that arrangement which can most effectually resist every solicitation to change the form of any of the links—or, in other words, that form of link which shall present the substance of the iron in the best possible position for bringing the whole mass into equal action when assailed by an external force—has been most successfully adopted. * * * * * *

"The public, we think, have been laid under great obligations both to

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* Observations on the Patent Iron Cables invented by Captain Samuel Brown.

Captain Brown and Mr. Brunton—to the former, for introducing the iron cable, and combating the prejudices of the public in favour of hemp—to the latter, for perfecting the cable chain. It is impossible to anticipate the advantages which will accrue from the general adoption of iron cables. Many, many lives will be saved by this invention; not to speak of the saving of property, which, though of great importance in a national point of view, is but of secondary consideration. Such is our opinion of the safety to be derived from the use of iron in place of hemp, that we have no doubt whatever, that, were ships generally furnished with a good scope of chain, of proper weight, and of the best construction, not one instance out a hundred that now occur, of ships being lost on a lee shore, would take place. In rocky anchorage, hemp is cut to pieces in a short time in rough weather; but chain receives no other injury than that of a little rubbing or polishing, and the weight of the bight of the latter gives amazing ease to the tossing vessel—giving way to the swelling wave that elevates the ship, and then acting by its gravity to keep her as stationary as circumstances will permit."

In July, 1817, Commander Brown obtained a patent for the manufacture of *iron bridges of suspension*, which are composed of straight wrought-iron bolts or bars, united at their ends by side-plates, with bolts passing through them, so that each line becomes, in effect, an entire bar, which extends over its respective piers, and is secured in the rock or ground. A bridge of this description was erected by Commander Brown, in 1813, on his premises in the Isle of Dogs: it was originally intended for foot-passengers, and weighs only 38 cwt., but its strength is such, that carts and carriages pass safely over it. The span is 100 feet.

In July, 1820, Commander Brown's suspension-bridge across the Tweed, near Tweed-hill, was opened, and its stability proved to the satisfaction of every spectator. The following description thereof is taken from the Monthly Magazine, Aug. 1st, 1822:

"The Union bridge across the river Tweed, at Norham Ford, is about five miles from Berwick. It was begun in Aug. 1819, and opened in July 1820, while a stone bridge would have been the work of about three years. The road-way is made of timber, on which iron cart-tracks are laid for the carriage wheels. It is 18 feet in width, and 361 feet in length. The main beams or joisting, measures fifteen inches in depth and seven inches in thickness. The timber cleading or planks are twelve inches in breadth, and three inches in thickness. This great platform is suspended at the

height of twenty-seven feet above the surface of the summer water of the river. It is also made to rise about two feet in the centre, and is finished on each side with a cornice of fifteen inches in depth.

"The roadway is suspended from the catenarian or main chains by circular rods of iron, which measure one inch in diameter. These perpendicular rods are wedged into caps or pieces of cast-iron, called saddles, which are placed at the distance of five feet apart, and are made to rest upon the shackles or joints of the chains. The attachment of the lower ends of these rods to the beams of the platform which they pass through, is by their embracing a bar of iron which runs along the whole extent of the bridge under the beams of the roadway on each side. These bars measure three inches in depth, and they are connected with the suspending rods by a spear or bolt, which, in a very simple manner, completes the connection of the roadway with the perpendicular suspending rods, and chains.

"The chains of this bridge are twelve in number, ranged in pairs; the one pair being placed over the other, between the points of suspension on each side of the bridge. These chains, and indeed the whole of the iron-work, is made of the best Welsh iron. The chains are worked into a circular form, and measure about two inches in diameter. The links, as they may be termed, consist of rods of fifteen feet in length, and have bolt-holes, which are strongly welded, and neatly finished at each end. These links or rods are connected together by strong shackles, and a bolt is passed through them, which is of an oval form, measuring 2¼ by 2½ inches. At each joint of the three tiers of the catenarian chains respectively, one of the saddle pieces of cast-iron is introduced. The first saddle-piece, with its suspending rod, for example, on either side of the bridge, may be conceived as resting on the upper pair of chains; the next saddle-piece in the longitudinal direction of the roadway, rests upon the middle pair of chains, and the third upon the lower pair, and so on alternately, throughout the whole extent of the bridge. By this means all the chains bear an equal strain, and the joints are arranged in so precise and orderly a manner, that a saddle-piece and perpendicular suspending-rod occurs at every five feet, so that the distance between each pair of suspending-rods forms a space of five feet. The spaces of five feet between the suspending rods are formed into meshes of six inches square, to the height of five feet on each side of the bridge, and answer the purposes of a parapet wall for the safety of passengers.

"Though the timber roadway is only about 361 feet in length, yet the chord-line of the main-chains measures no less than 482 feet between the points of suspension, with which they make an angle of about 12°, and in forming the catenarian curve-drop, at the rate of one perpendicular to about seven feet in the length of chain, the versed sine of the middle pair of chains being about twenty-six feet. The twelve main-chains, with their apparatus, weigh about five tons each, and the weight of the whole bridge, between the points of suspension, has been estimated at 100 tons.

"On the Scotch side of the river, the catenarian chains pass over a pillar of aisler masonry, which measures sixty feet in height, is about thirty-six feet in its medium width, and seventeen and a half feet in thickness. The sides of the lower ten feet of the walls of this pillar are square, but at this height the walls begin to slope at the rate of one perpendicular to twelve horizontal. The archway in the masonry of this pillar, which forms the immediate approach to the roadway, measures twelve feet in width, and seventeen feet in height. Each pair of main chains, being suspended horizontally, pass through corresponding apertures in the masonry, at the distance of about two feet above one another, and go over rollers connected with the building. The links of the main chains at these points are made as short as the strength or thickness of the iron will permit of their being welded, in order that they may pass over the rollers, without distorting or unduly straining the iron. After going through the masonry of the pillar, the chains are continued in a sloping direction to the ground. Here they are sunk to the depth of twenty-four feet, where they pass through great ballast-plates of cast-iron, into which they are stopped by a strong iron spear or bolt, of an oval form, measuring three inches by three and a half inches in thickness. The cast-iron ballast plates measure six feet in length, five feet in breadth, and five inches in thickness in the central parts; but towards the edge, they diminish in thickness to two and a half inches. The ends of the chain thus fixed, are loaded with mound-stones and earthy matters, to the level of the roadway of the bridge.

"On the south side of the Tweed, the pillar or tower of masonry forming the abutment or point of suspension, is built upon a bench or foundation, excavated in the face of a precipitous sandstone rock, and is only about twenty feet in height; but its other dimensions correspond with the upper part of the masonry on the Scotch side. The chains on the English side are made to rest upon plates of cast-iron, included in the masonry, instead of rollers, as on the opposite side. Here the ballast-plates are of the same dimensions as those already described; but, instead of being sunk into the ground, as on the Scotch side, their position is rather above the foundation of the pillar, where they are set nearly perpendicular, but are placed so as to correspond with the direction of the strain or weight of the bridge. For the greater security of the position of these ballast-plates on the English side, they are connected with a horizontal arch of masonry, which is dovetailed into the rock.

"The whole works of the Union-bridge, for masonry, carpentry, and smithery, were undertaken by Captain Brown for the sum of about £5000, whilst the execution of a bridge of stone must have cost at least four times that sum. The object of its projector, says Mr. Stevenson, (from whose paper we abridge this article,) was not the realization even of the cost of this bridge, but chiefly with a view to shew the application of chain-cables to his favourite object of bridge-building. The trustees for this bridge

have, however, presented Captain Brown with 1000 guineas since the completion of the work, over and above his estimated price."

In a succeeding number of the same periodical we find the following paragraph:—

"About two years since, he (Commander Brown) erected a pier on this principle in Leith roads; while at the same time a solid stone pier, on the old principle, was erected near the same spot. The situation is a rough one, and in the course of the past winter (1821—2) the stone pier was so much shaken by the heavy gales, as to render it necessary to take it down; while the suspension pier of Captain Brown remained as firm as at its first erection."

Commander Brown's iron pier of suspension at Newhaven enables passengers to step on the deck of the steam-vessel, at all times of the tide, even at the lowest ebb, without having recourse to a small boat to go through the surf. It extends seven hundred feet into the ocean, from high water mark, and is a curious and remarkable object *.

That elegant structure, the chain-pier at Brighton, was also projected and executed by Commander Brown; its foundation consists of four clumps of piles, two hundred and fifty-eight feet distant, driven nearly ten feet in the rock, and rising thirteen feet above high water. The first three clumps contain twenty piles each; the fourth, which is in the form of a T, contains one hundred and fifty perpendicular and diagonal piles, strongly braced, the cross part of which is paved with about two hundred tons of Purbeck stone, and beneath which galleries and flights of steps are constructed for the convenience of embarkation. The pier, which is one thousand one hundred and thirty-four feet long, and thirteen feet wide, with a neat cast-iron railing on each side, is supported by eight chains, each containing one hundred and seventeen links, ten feet long, six and a quarter in circumference, and weighing one hundred and twelve pounds, which are made fast in the cliff. From the cliff, the chains, four on each side, pass over a tower of cast-iron, one on each clump of piles, with a dip of eighteen feet, secured at the outer clump of

* See *Hants Tel.* 13th Aug. 1824.

piles, and from which are suspended three hundred and sixty-two rods, connected by an iron bar, on which the platform rests. The length of the esplanade, along which carriages pass, from the Steyne to the beginning of the pier, is one thousand two hundred and fifty feet.

Commander Brown married, Aug. 14th, 1822, Mary, daughter of Mr. John Horne, Writer to the Signet, Edinburgh.

ROBERT TOM BLACKLER, Esq.

Obtained the rank of lieutenant in Feb. 1800; and was wounded while serving as first of the Iphigenia frigate, Captain Henry Lambert, in the disastrous affair at Port Sud-Est, Aug. 24th, 1810*. His commission as commander bears date Aug. 2d, 1811.

JOHN BARTHOLOMEW HOAR CURRAN, Esq.

A son of the late Right Hon. John Philpot Curran, formerly Master of the Rolls in Ireland, Member of the Privy Council, &c. &c.

This officer was made a lieutenant in June, 1806; promoted to the rank of commander, Aug. 2d, 1811; appointed to the Elk sloop, fitting out for the East India station, Nov. 11th, 1813; and removed from that vessel to the Tyne 24, in Mar. 1816. The latter ship returned home, and was paid off at Plymouth, previous to Jan. 1817; since which he has not been employed.

WILLIAM KELLY (*b*), Esq.

(*Seniority 23d August*, 1811.)

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* See Suppl. Part II. pp. 169—172, and Vol. III. Part I. p. 242 *et seq.*

HENRY DRURY, Esq.

Obtained the rank of lieutenant in Sept. 1807; acted as captain of the Akbar frigate during the operations against the island of Java, in Aug. and Sept. 1811; and was confirmed in his present rank on the 10th of the latter month. He is now an Inspecting-Commander in the Coast-Guard Service, to which he was appointed June 10th, 1831.

JOHN GEORGE BOSS, Esq.

Was born at Beverley, co. York, in 1781; and educated by his aunt, Mrs. Frances Savage, of Honsea, in the same county, a most distinguished character in the methodist connexion, whose memoirs, together with her writings, are deposited in the archives of that society.

Mr. Boss commenced his naval career as an apprentice in the merchant service; but soon quitted it, and entered as midshipman on board the Excellent 74, Captain Cuthbert Collingwood, in 1796. Previous to the peace of Amiens, he was engaged in various cutting-out expeditions; and after the renewal of hostilities, we find him, for a short time, in the hands of the enemy. On recovering his liberty, he joined the Centaur 74, bearing the broad pendant of Commodore Samuel Hood, then commander-in-chief at the Leeward Islands.

The next service in which Mr. Boss appears to have been employed, was as a volunteer at the storming of Fort Soloman, in the island of Martinique. He subsequently assisted in fortifying the Diamond Rock *; and was with Lieutenant George Edmund Byron Bettesworth, of the Centaur, when that officer surprised and brought off a party of engineers employed in constructing works against it; on which occasion the general commanding that corps was taken prisoner.

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* See Suppl. Part I. p. 436 *et seq.*

On the evening of the 3d Feb. 1804, four of the Centaur's boats, containing sixty seamen and twelve marines, under the orders of Lieutenant Robert Carthew Reynolds, assisted by Lieutenant Bettesworth, Mr. Boss, and Mr. John Tracey, secretary, were detached to attempt the capture of the French national brig Curieux, mounting 16 long 6-pounders, with a complement of 105 men, lying at anchor close under Fort Edward, at the entrance of the Carénage, Fort Royal harbour, Martinique, victualled for three months, and all ready for a start to sea. The result of this enterprise is thus stated in James's Naval History, 2d edit. Vol. III. p. 354 *et seq.*:

"Although the suspicion that an attack might be made by a part of the blockading force had led to every commendable precaution to prevent surprise; such as loading the carriage-guns with grape, and the swivels (of which there were eight) and wall-pieces with musket-balls; spreading on the quarter-deck, and in the arm-chest, the muskets, sabres, pistols, tomahawks, and pikes; filling the cartouch-boxes; placing as sentries, one marine at each gangway-ladder, one at each bow, and two at the stern; tracing up the boarding-nettings; and directing a sharp look-out to be kept by every officer and man of the watch; yet was the Curieux, owing to the vigour of the onset, and the hour chosen for making the attack, unapprized of her enemy's approach, until too late to offer a successful resistance.

"At about three-quarters past midnight, after a hard pull of twenty miles, and just as the moon was peeping from behind a cloud, the Centaur's boats were hailed by the Curieux, and then fired into by the sentries, by two of the starboard guns, a swivel, and a wall-piece. The marines returned the fire with their muskets, and the boats pulled rapidly on. In the midst of a scuffle alongside, the barge pushed for the brig's stern. Here hung a rope-ladder, to which two boats were fast, Lieutenant Reynolds, and a seaman named Richard Templeton, ascended by it to the taffrail, and, in defiance of the swivels and wall-pieces mounted at this end of the vessel, were quickly followed by the rest of the barge's crew. In his way up the ladder, Lieutenant Reynolds, with admirable coolness, cut away one of the tracing-lines with his sword, whereby the corner of the netting fell, and thus enabled the other boats to board on the brig's quarter.

"Since the first alarm had been given, all the Curieux's crew, headed by their brave commander (Mons. Cordier), had been at their quarters; and a sanguinary combat now ensued, in which the French officers took a

much more active part than a portion of their men. The enemy, however, were soon overpowered : some were killed or badly wounded ; others thrown down the hatchway ; and the remainder retreated to the forecastle. Here a line of pikes stood opposed to the British ; but all was unavailable. Handspikes, and the butt-ends of muskets, became formidable weapons in the hands of the latter, and soon laid prostrate on the deck the captain and most of the officers near him. The majority of the surviving crew having by this time fled below, all further resistance presently ceased. The British were not long in cutting the cable of their prize, nor in unfurling her sails ; and in a very few minutes, the Curieux, in the hands of her new masters, stood out of Fort Royal harbour. A smart fire was successively opened from Fort Edward, a battery on Point Negro, and another at Point Soloman ; but the brig passed clear, and long before break of day, was at anchor near the Centaur.

" It was an additional cause of congratulation to the British, that their loss of men, considering the magnitude of the enterprise, was small, consisting of only nine wounded. Three of the number, it is true, were officers ;—viz. Lieutenant Reynolds, the gallant leader of the party ; his able second, Lieutenant Bettesworth ; and Mr. Tracey. The first-named officer received no fewer than five severe, and, as they eventually proved, mortal wounds : one of the seamen, also, died of his wounds. The loss on the part of the French was very serious ;—one midshipman and nine other persons killed, and thirty, including every commissioned officer, wounded, many of them severely, and some mortally. Monsieur Cordier had a singular escape : after having been knocked down and stunned, he was thrown overboard, but fell on the fluke of the anchor, whence he dropped into a boat which was alongside, full of water-casks. The only man in the boat immediately cut her adrift, and pulled for the shore ; and Captain Cordier, on recovering his senses, was as much chagrined as surprised at the novelty of his situation.

" The Curieux had long been at sea, and was considered to be one of the best-manned, and best-disciplined brigs in the French navy. Some of her crew were undoubtedly panic-struck ; but the time, and the suddenness of the attack, coupled with its resistless impetuosity, may serve in part for their excuse. The conduct of the British upon the occasion speaks for itself."

The Curieux was immediately commissioned as a British sloop of war, and Mr. Boss, by whom she had been brought out of Fort Royal harbour, appointed her first lieutenant ; his commission, however, was not confirmed by the Admiralty until Sept. 14th, 1805. Shortly after this promotion, he assisted at the capture of l'Elizabeth French schooner privateer ; and in the course of the same year we find him

often employed in cutting out vessels from under the enemy's batteries.

On the 8th Feb. 1805, the Curieux, then commanded by Captain G. E. B. Bettesworth, captured, after a very severe action, la Madame Ernouf brig, of 16 long sixes and 120 men, of whom thirty were killed and forty wounded. "His Majesty's brig" (says that officer) "had five killed and three wounded, besides myself: of the former, I have to regret the loss of Mr. Maddox, the purser, who, on account of Mr. Boss, first lieutenant, having been left behind on leave, from the hurry of our sailing, volunteered his services, and was killed, gallantly fighting at the head of the small-arm men. * * * * * * Lieutenant Boss having been left behind, deprived me of the services of an able and gallant officer.†"

On this occasion, Captain Bettesworth (who had received three wounds in capturing the Curieux) was again severely wounded by a musket-ball in the head; and previous to his recovery, Lieutenant Boss, acting as commander during his absence from duty, cut several schooners out of Cumana Gut, and a brig from St. Eustatia, under a destructive fire.

On the 7th July, 1805, the Curieux arrived at Plymouth, with despatches from Lord Nelson, then in pursuit of the combined fleets of France and Spain. After refitting, she was sent to the Lisbon station, where her boats, under the command of Lieutenant Boss, captured and destroyed the Spanish privateers Brilliano and Baltidore, the former of five guns and fifty-five men, Nov. 25th, 1805; the latter of six guns and forty-seven men, Feb. 5th, 1806.

This officer's next appointment was to one of the line-of-battle ships stationed at Cadiz, during the siege of that important place by the French army under Marshal Victor:—whilst there he appears to have been alternately employed in the gun and mortar boats, and almost daily engaged with the enemy‡. He obtained his present rank on the 26th

† See Supp. Part IV. p. 432, and note at p. 433.

‡ See Vol. III. Part I. pp. 127—141.

Nov. 1811; and in the following year, a committee of merchants voted him a handsome present of plate, to bear the following inscription:—"Presented to John George Boss, Esq. commander of his Britannic Majesty's sloop Rhodian, for his zeal and valor in the destruction of two French privateers, and in defending a convoy from St. Jago de Cuba to Heneaga. "PEDRO BLANCO CARARIEGO."

"June 28th, 1812."

About the same period, Commander Boss entered Port Escondido, in the island of Cuba, and, with a trifling loss, captured and brought out a large piratical vessel, pierced for fourteen guns, together with three of her prizes. He subsequently captured upwards of twenty American merchantmen.

In 1813, the Rhodian, with 500,000 dollars on board, was totally wrecked near Port Royal, Jamaica; but, although the sea was so violent that the rafts were frequently torn away from her sides, every officer, man, and boy, the whole of her rigging and stores, and all the specie, except about forty dollars, were saved. For his extraordinary exertions on this occasion, the merchants presented Commander Boss (independent of the usual freight) with two pieces of plate, weighing 400 ounces.

The subject of this sketch married Charlotte, third daughter of the late Sir James Pennyman, Bart., of Ormesby, and niece to the first Earl Grey: their daughter, an only child, died at the age of five years.

CHARLES SQUIRE, ESQ.

WAS made a lieutenant in Nov. 1802; and promoted to the command of the Onyx sloop, Dec. 4th, 1811.

JONATHAN CHRISTIAN, ESQ.

WAS made a lieutenant in Dec. 1793; promoted to his present rank on the 1st Feb. 1812; appointed to the Leveret sloop, Dec. 6th, 1813; re-appointed to the same vessel

about Sept. 1815; and appointed Deputy-Inspector-General of the Coast Guard, June 13th, 1820.

THOMAS DUTTON, Esq.

Obtained the rank of lieutenant in Nov. 1800; and subsequently served on the coast of Egypt, where he was presented with the Turkish gold medal, at the close of the campaign of 1801. On the 14th July 1804, while commanding the Demerara schooner, in the West Indies, he was captured by the French ship privateer Grand Decidé, of 22 guns and 150 men, after an action of thirty minutes. He afterwards commanded the Hardy gun-brig, on the Downs station; and the Gladiator receiving-ship, in Portsmouth harbour, until promoted to his present rank, Feb. 1st, 1812. His next appointment was, Dec. 6th, 1813, to the Alonzo sloop; and since the peace he has been employed in the Ordinary at Portsmouth, where he continued for the usual period of three years.

This officer married, Jan. 26th, 1809, Priscilla Edgcombe, niece to the late Frederick Edgcombe, Esq. a Commissioner of the Victualling Board. His son, who was master's-assistant on board the Briton frigate, died in 1829.

GAMALIEL FITZMAURICE, Esq.

Obtained the rank of lieutenant in May, 1802; and commanded a boat belonging to the Conqueror 74, Captain (now Sir Israel) Pellew, at the capture of the French national brig Cæsar, of 18 guns and 86 men, in Bourdeaux river, July 16th, 1806*. On this occasion, the petty officer who accompanied him was killed, and two of his men wounded. He subsequently served as first of the same ship, off Toulon, under the command of Captain (now Vice-Admiral) Fellowes; and was promoted from her to his present rank, Feb. 1st, 1812. At the close of the war, he commanded the Urgent of 14 guns.

* See Suppl. Part III. p. 238 *et seq.*

GEORGE TREWEEKE SCOBELL, Esq.

Obtained his first commission on the 29th Mar. 1805; served as lieutenant under Captain (now Vice-Admiral) Thomas Eyles, in the Plantagenet 74, on the Baltic station; and was promoted to the rank of commander, Feb. 1st, 1812. He married, Oct. 6th, 1818, the youngest daughter of Mr. C. Savage, of Midsomer Norton, in Somersetshire.

PEIRCY BRETT, Esq.

Eldest son of the late Captain Peircy Brett, R. N.; and grandson of Captain William Brett, R. N., brother to Admiral Sir Peircy Brett, who, as a lieutenant, circumnavigated the globe with Anson; and afterwards fought a most gallant action, of which the following account is given by Schomberg:

"On the 9th of July, 1745, the Lion, of 60 guns and 400 men, commanded by Captain Peircy Brett, being on a cruise in lat. 47° 17′ N., fell in with the Elizabeth, a French ship of war, of 64 guns and 600 men, and a small frigate, the latter having on board Prince Charles, son of the Pretender, and several officers of distinction, who were accompanying him, in order to support his efforts to land in Scotland. At 5 P.M., the Lion got within pistol-shot of the Elizabeth, when a most obstinate battle began, and continued with great fury till ten; at which time the Lion had lost her mizen-mast, and all her other masts and yards were so much wounded, and rigging and sails cut to pieces, that she became unmanageable. The Elizabeth not being so much crippled in her rigging, her commanding officer availed himself of the opportunity, set what sail he could, and got off. The Lion had 45 men killed and 107 wounded. Captain Brett, with all his lieutenants and the master, were among the wounded. The Elizabeth had her captain and 64 men killed, and 144 wounded; besides which she was so much damaged, that it was with difficulty she reached Brest. After the action, the frigate pursued her course, and landed Prince Charles at Lochabar, on the 27th of July."

In 1753, having conveyed King George II. to Holland, Captain Brett received the honor of knighthood. In 1758, he was first captain to Lord Anson, in the Royal George, and subsequently commodore in the Downs. In 1759, he became a colonel of marines; in 1762, a rear-admiral; and in Dec.

1766, a lord of the Admiralty. He died an admiral of the blue, in May, 1781. His nephew, Peircy, first went to sea with the late Lord Hood; and was in the action off Ushant, between Keppel and D'Orvilliers, July 27th, 1778; but served mostly on the North American station. He attained post rank in 1787; and died in 1792, aged 32 years, leaving a widow and four sons, viz.—Peircy, the subject of the following sketch; *Spencer Phipps*, who, while serving as a lieutenant of artillery under General Skerrit, was killed in the attack of the bridge at Seville, Aug. 27th, 1812*; *William Thomson*, now a major in the Hon. East India Company's artillery; and *Henry*, a lieutenant, R. N. which rank he attained in Oct. 1810†. The mother of these gentlemen is a daughter of the late Captain David Phipps, R. N., descended from Sir William Phipps, who, in 1687, after great perseverance, discovered the wreck of a Spanish plate ship that had been under water 44 years; for which service the honor of knighthood and a gold medal was conferred upon him by King James II. This medal, together with the first piece of silver that was brought up from the wreck, is still preserved in the family. Sir William, whose brother was Constantine first Lord Mulgrave, subsequently obtained the government of the Massachusetts, in New England: his descendant, the above-mentioned Captain David Phipps, died in the year 1811, aged 87.

Mr. Peircy Brett, junior, was born at Westbere, near Canterbury, Feb. 20th, 1785; and admitted at the Royal Academy, Portsmouth, May 29th, 1797. He first embarked on board the Royal Sovereign, flag-ship of Sir Henry Harvey, second in command of the Channel fleet, May 17th, 1801; served during the peace of Amiens, in the Bittern sloop, Captain Robert Corbett, on the Mediterranean station; and was appointed, by Sir Richard Bickerton, to act as lieutenant

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* A monument to his memory was erected at Seville, by General Downie, in Sept. 1812.

† The above officer was present at the capture of the Isles of France and Java; and has seen much other active service.

in the gun-boat service at Gibraltar, May 16th, 1805. On the reduction of that establishment, in Oct. following, he joined the Donegal 74, Captain (now Sir Pulteney) Malcolm; and, on the 23d of the same month, assisted at the capture of El Rayo, a Spanish first-rate, forming part of the division under Admiral Gravina, which, on its return to port after the battle of Trafalgar, had been immediately ordered to sea again, for the purpose of attempting the rescue of some of the disabled prizes. The other services in which he participated at this memorable period have been noticed in Vol. I. Part II. p. 592 *et seq.*

On the 12th Nov. 1805, Mr. Brett was appointed, by Collingwood, lieutenant of the Tigre 80, Captain Benjamin Hallowell (now Sir B. H. Carew); in Aug. 1806, to the Madras 54, Captain Charles Marsh Schomberg; in July, 1807, to the Repulse 74, Captain the Hon. Arthur Kaye Legge; and subsequently to the Queen 98, Captain Thomas George Shortland; all on the Mediterranean station, from whence he returned home in Sept. 1808. His subsequent appointments were, about Sept. 1808, to the Implacable 74, then commanded by Captain George Charles Mackenzie, but afterwards by Captain (now Sir T. Byam) Martin;—in Jan. 1810, to the Formidable 98, Captain James Nicoll Morris; and, in May, 1811, to the Egmont 74, Captain Joseph Bingham, under whom he served until advanced to his present rank, Feb. 1st. 1812. The Implacable was first employed in bringing home part of Sir John Moore's gallant army from Corunna; and next on the Baltic station:—the Formidable formed part of a squadron under Sir Joseph Yorke, employed in escorting troops to Lisbon; and on her return was ordered to the Baltic;—the Egmont cruised for some time off Cherbourg, and ultimately bore the flag of Rear-Admiral George J. Hope, to whom was confided the care of the Russian fleet sent to this country for its better security, in the year 1812.

Commander Brett married, in Nov. 1821, Harriet, only surviving daughter of the late Thomas Brookes, of Henwick-house, co. Berks, Esq.

WILLIAM STYLE, Esq.

Obtained the rank of lieutenant in Aug. 1806; and commanded the boats of the Defiance 74, Captain (now Sir Henry) Hotham, at the capture of three French coasting vessels, laden with wine and resin, under the batteries of Belleisle, June 1st, 1810. He was subsequently employed in the flotilla service at Cadiz, where a gun-vessel, the Camperdown, under his command, was wrecked, Oct. 28th, 1810*. His commission as commander bears date Feb. 1st, 1812. We lastly find him commanding the Gannet sloop, employed in escorting the remains of Queen Caroline, from Harwich to Cuxhaven.

CHARLES TYLER, Esq.

Was made a lieutenant in Oct. 1801; and commander Feb. 7th, 1812.

CHARLES THOMAS THRUSTON, Esq.

Second son of the late Framingham Thruston, of Market Weston Hall, co. Suffolk, Esq.

This officer entered the naval service, at the latter end of 1798, as midshipman on board la Volage 24, Captain (now Vice-Admiral) the Hon. Philip Wodehouse, with whom he sailed for Jamaica early in 1799.

Shortly after their arrival on that station, Captain Wodehouse relinquished his command, from ill health, and returned to England as passenger in la Renommée frigate, accompanied by Mr. Thruston. The passage home, with a numerous convoy, was long and tedious; and the very shattered state of la Renommée rendered it at one time rather problematical whether they would ever reach England. Near the banks of Newfoundland, they encountered a most

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* See Vol. III. Part I. pp. 131 and 133

violent gale of wind, during which the ship worked so heavily as to cause several bolts to start some inches from her sides; and before her arrival at Spithead the whole fabric of the upper works was literally frapped together, by means of hawsers passed fore-and-aft through the opposite main-deck ports.

Mr. Thruston next joined the Cruiser sloop, Captain (now superannuated Rear-Admiral) Charles Wollaston, on the North Sea station, where he witnessed the capture of several privateers and neutrals, the latter laden with enemy's property. We subsequently find him serving under Captain Wodehouse, in the Brilliant, Iris, and Resistance frigates. The last named ship was employed in attendance on King George III. at Weymouth, during the summer of 1802; and wrecked a few miles to the northward of Cape St. Vincent, when proceeding to the Mediterranean, May 31st, 1803. On joining the fleet off Toulon, her captain, officers, and crew were tried by a court-martial, and the whole, with two exceptions, fully acquitted:—these were Lieutenant Southcott, who had charge of the watch when she ran aground, and Mr. Rose, the master; the former gentleman was placed at the bottom of the list, and the latter dismissed H.M. service.

Disliking the tedium and irksomeness of a crowded flagship, Mr. Thruston, on the departure of Captain Wodehouse for England, volunteered his services to Captain Thomas Staines, and was received by that officer on board the Camelion sloop; as were also two of his fellow sufferers in the late shipwreck, (the gallant Manners, who afterwards lost his life in the command of the Reindeer; and the present Captain George Scott). The character of their new commander for enterprize is sufficiently known to warrant the belief that the three young volunteers were not idle during a cruise of some months on the coasts of Italy and France:—it was the summer season, and scarcely a night passed in which the boats, commanded by these young gentlemen, were not actively, and for the most part, successfully employed, in boarding and cutting out vessels from almost every accessible place along those shores.

From the Camelion, Mr. Thruston was discharged into the Canopus 80, bearing the flag of Rear-Admiral (afterwards Sir George) Campbell, to whose patronage he had been strongly recommended by Captain Wodehouse; and he continued to serve under that worthy officer until his return to England. The remaining few months of his time as midshipman were passed in the Prince 98, Captain Richard Grindall, attached to the Channel fleet, then commanded by Admiral Lord Gardner, to whose brother, Valentine, an old, able, and meritorious military officer, the widow of Framingham Thruston, Esq. had previously been married. Had his lordship's life been of longer duration, this connexion would in all probability have proved beneficial to her son; but, unfortunately, the gallant veteran died in Jan. 1809, and no one of his family now survives in the naval service; his three sons, Alan, Francis, and Valentine, the two former flag-officers, and the latter a post-captain, having all died within a few years of each other.

After passing his examination, Mr. Thruston accepted the then new appointment of sub-lieutenant, and served as such in the Charles hired armed ship, Captain George Davies, employed as convoy to the Baltic trade; a service comparatively inactive, and affording but little, if any, scope for enterprise. His promotion to the rank of lieutenant took place in Nov. 1806, on which occasion he was appointed first of the Ringdove sloop, Captain George Andrews, fitting out at Chatham for the North Sea station. In the following year, we find him present at the siege of Copenhagen and capture of the Danish navy. His next appointment was, through the interest of his kind and ever constant friend Vice-Admiral Campbell, to be second of the Endymion frigate, Captain (now Rear-Admiral) the Hon. Thomas Bladen Capel.

We here pass over a series of dull uninteresting cruises, the monotony of which was only broken by the Endymion forming part of the squadron ordered to cover the retreat and embarkation of Sir John Moore's gallant army, at Corunna. Mr. Thruston, it appears, commanded a division of boats on that occasion. The details are so fully known to the

public, that it would be superfluous now to repeat them. While we are on the subject of the peninsular war, however, we cannot refrain from transcribing part of Captain Basil Hall's interesting narrative of the Endymion's subsequent proceedings, in which, from peculiar circumstances, his messmate, the subject of this memoir, bore a principal share.

"The period of our cruise" (on the coast of Portugal) "being nearly out, we were steering home again, and sailing slowly along the coast of Spain, when, in the beginning of April, 1809, being then nearly becalmed off Cape Finisterre, we saw a small vessel coming towards us from the shore. The night was falling fast, but she reached us before it was dark, as we put our head towards her, immediately on perceiving that she was making for the frigate. The Spaniards on board this vessel had been sent as a deputation from a body of insurgents, anxious to obtain assistance from any English ship on the coast. They entreated us to bring our frigate into their bay, and assured us that, with a little additional aid, the inhabitants would be enabled to expel the French from this part of the country altogether. These men were the bearers of supplicating letters from the Junta of Corcubion, setting forth, in most moving terms, that they were in want of nothing but arms—'Falta solamente armas!' was the grand theme; and if their operations, said they, could only be countenanced by the presence of a British man-of-war, the success of their campaign was secure. * * * * * *

"It was resolved that we should enter the bay of Finisterre next morning, to see what was doing, before lending the patriots, as they called themselves, such assistance as lay in our power. We stood off and on for the night; and I shall never forget the state of excitement in which we were kept till the day broke. * * * When we sailed into the bay, early next morning, the frigate was surrounded by boats, crowded with people of all ranks and classes, eager to express their gratitude for such prompt aid to their cause. Old men and young men ran about the decks hugging and kissing us, according to their custom, but in a manner so repugnant to our northern habits, that such of the sailors as had never been in the way of being so saluted before, were disposed to receive these marks of affection with any thing but good will. * * * When the ship was secured at her anchors, we made arrangements for landing. We could spare our new allies only 150 muskets, and as many cutlasses; but these, together with a due proportion of boarding pikes and tomahawks, with plenty of powder and ball, when displayed on the quarter-deck, made a considerable show, and greatly delighted the deputies, who had been a little disappointed at first when told of our small supply.

"The enthusiasm amongst the peasantry and towns-people on shore

rose to a still higher pitch than any thing we had seen enacted on board. The women embraced us most cordially, with tears in their bright eyes—the children ran up and down the streets of the village, squealing out, 'Viva! viva!' while the old folks of both sexes hobbled to their doors to greet the arrival of the heaven-sent strangers. Numerous entertainments were prepared for us; and, as these good people would never be satisfied that we gave them credit for sincerity unless we partook of every dish at every feast, we were soon overstocked with provisions. A visit to the patriot camp was, of course, our first grand object; and no sooner had we hinted a wish to proceed there, than horses and mules, by the dozen, were at the door. The muskets and swords landed from the Endymion were then placed in carts, and off we set to the field, in grand cavalcade, accompanied by all the younger inhabitants, and half the older ones, of this pretty village—too soon to become a terrible scene of misery and bloodshed. * * * At every step, as we rolled along, the crowd gained fresh numbers, till, by the time we reached Bernun, at the distance of a league or so from Corcubion, our cavalcade made a very respectable army of itself—as armies then went—and we began to think we really were destined to be the liberators of Spain! A little circumstance struck us during this memorable day's trip, which marked strongly enough the degree of enthusiasm in the patriot cause. The ploughs in most of the fields along which we passed on our way to the camp, were guided by women, whose husbands or sons, they assured us, had been sent to join the forces assembled to repel the invasion. Whenever we stopped to compliment them on their public spirit, they shouted like the rest of the crowd, and evinced no less animation or confidence of success than was shewn by the men. * * * *

"I can recall at this distance of time, with perfect distinctness, the quiet expression of humour in our experienced captain's countenance, while he listened to the pompous assurances of the enthusiastic Dons, on our way to the patriot camp. He spoke no Spanish, though there was reason to suspect he understood it pretty well when he heard it spoken. This probably enabled him to get on better, upon the whole, with the Junta, than if he had been able to enter personally into discussions with them. It would have been different, of course, if these Spaniards had been men of sense and experience, or if there had been any real service to be executed in concert with the insurgents; but, as it was, I believe nothing could have been better. He was fortunate, also, in having a very good supporter, while his own professed ignorance of the language afforded him leisure to reflect before he was called upon to reply. *I allude to our grand interpreter, and the main-spring of all our operations, the second lieutenant, Charles Thruston, an officer who had seen much active service, both afloat and on shore, and who, to the important advantages of experience in this peculiar line of warfare, added a knowledge of the Spanish language, and a heartiness of address peculiarly suited to win the*

confidence of the people we were amongst. To give efficacy to these qualifications, he was gifted with talents and resources which it is a thousand pities should not have found higher exercise in the service of his country, than in this inglorious campaign of Corcubion. It was of the greatest importance, however, to the cause, to have one man amongst us whom all parties esteemed and were quite willing to follow; and who likewise understood the language and habits of the natives so thoroughly, that no misapprehension of their meaning was ever likely to arise.

"Before these patriotic bands had called us in to assist them, they had been sorely distracted amongst themselves as to the nomination of a commander-in-chief. About 2000 men, the Junta informed us, were assembled at Bernun. Only a few of these were properly armed with fire-locks, while some carried pikes or swords, and the rest brought nothing to the cause but boundless zeal and much talk. Amongst these people were several old soldiers, who, having seen a little service in their day, knew the value of discipline; and had learned in the course of their campaigning, that the chief element of good order is a well-grounded reliance on the skill of the commander. These men naturally wished to appoint as their chief a person named Camaño, who, from having served twelve years in the regular army, it was reasonable to think, knew something of military manners. The priest of the parish, however, had the voice of the peasantry with him. This worthy and gallant pastor, whose name was Lapido, possessed the entire confidence of the villagers and neighbours who formed his congregation, and who were naturally prompted to nominate him their leader by the very same motives which induced the soldiers to call out for Camaño. * * * It would have been a troublesome addition to our responsibilities, to have been called upon to decide between the rival pretensions of the sword and the gown. The proverb carried the day, however, and the soldier yielded to the churchman. The good sense and experience of the veteran, indeed, shewed him, that he might be more useful as a second, acting under one whom the great mass of the people cheerfully obeyed, than he could possibly be as commander-in-chief, with the church secretly, if not avowedly, against him, and, of course, the body of the congregation jealous of his authority. Camaño, also, by his influence succeeded in prevailing upon the whole of his own party to adopt the same course; wisely remarking, that since, in such times, unanimity is the life and soul of enterprise, it would ill become old soldiers to be wrangling about precedence, when the enemy was at their gates.

"Things being thus amicably adjusted, the reconciled rivals set about their task of disciplining their troops. The worthy padre, however, having heretofore taken charge only of the souls of his flock, was entirely adrift when he came to the details of arranging their external operations; and Camaño, whose knowledge of the art of war was confined pretty much to the handling of a musket, was equally thrown out when busied with the

intricacies of discipline, and the troublesome details of classifying the officers according to their respective merits and intentions."

It is proper here to observe, that the Spanish priests were the most active and determined opponents of the French, and from that class most of the officers of the newly raised patriotic army were selected. The partial organization of the troops was ultimately effected under the direction and guidance of Lieutenant Thruston, to whose advice and orders Don Pedro Lapido, although dubbed a marechal, implicitly submitted, conceiving that every British uniform contained under it military knowledge of all kinds, and consequently that every Englishman wearing a sword must be a complete general.

"On reaching the camp," continues Captain Hall, "we found the patriot army exercising by divisions, under the immediate directions of old Lapido, who buckled over his cassock a huge, rusty sabre, taken by the guerillas, he told us, from a French dragoon in the mountain passes. When we approached, a general halt was ordered, and those who had muskets presented them, while those who had none went through the motions with their pikes or staves, formed out of scythes and reaping-hooks, by which these redoubtable warriors were, according to their own account, so speedily to eject the French from their country.

"As soon as the first salutations were over, the captain of the Endymion, with a gravity which shewed how far the sense of duty can overcome a feeling of ridicule, made the patriots a speech, interpreted, sentence for sentence, by Lieutenant Thruston. He complimented them upon their appearance, their military zeal, and their generous devotion; saying, that as nothing could be more suitable to the times, than such public-spirited demonstrations of hostility to the merciless invaders of their magnificent country, so they might reckon with confidence on the hearty co-operation of England in so just a cause. A pair of colours, made by the tailors of the Endymion, were then presented to the Reverend Don Pedro Lapido, and an elegant sword to Lieutenant-General Camaño, the military mover in these grand proceedings. I need hardly say that the air was rent with vivas; and I am sure any one ignorant of Spain, who had seen the manner in which we were pulled about, and the very hems of our garments kissed—or heard the words 'Vivan los Ingleses!' bawled into our ears, would have declared all the reproaches uttered against the national jealousy of the Spaniards a scandalous libel. They offered to be guided by us in every thing—wished us to lead them instantly against the enemy, lest he should escape,—even the privates in this enthusiastic army, forgetting all order, left their ranks, to come crowding round us. We should have been worse than the mules on whose backs we were

swayed about in the crowd, like a ship in the trough of the sea, if we could have remained insensible to this adulation; and though we knew and said to one another that the greater part of it was 'all my eye,' or mere words, still, enough of the unction entered our minds to make us fancy the hour was at last come when we were to be of some splendid use to mankind. But in saying this, perhaps, I ought to answer only for us juniors, when I speak of heads being turned. Our sagacious commander, I suspect, was never taken in; and my brother-officer Thruston, as interpreter-general, had so much to do, and was consulted about so many things of real importance, that he had less leisure to be carried away by the excitements of the moment, than some of the rest of our party. * * * * * *

"Under our auspices, the peasantry continued to flock in from the adjacent country; and although we could supply scarcely a twentieth part of these patriots with arms, we aided the good cause, as far as lay in our power, by putting their posts and outposts in order, and giving them such advice as we could, respecting their commissariat, and other arrangements of the troops. Fortunately, in all these matters Mr. Thruston had considerable experience: he soon acquired, also, an influence in the camp, which, if the materials he had to deal with had been more energetic, might have saved these poor troops from great disasters. His first object was, if possible, to place the men in a situation of security against any sudden attack of the enemy, which he had too much reason to fear might overset the whole of their plans. In truth, however, it was not easy to make out what really were the plans and objects of our patriotic protégés, unanimously agreed only on two points—a bitter hatred to the French, and a perfect reliance on themselves.

"The head-quarters of the enemy's army in Galicia were at Santiago de Compostella; from which point they sent out small or large divisions, according to circumstances, to keep the surrounding country in subjection. At the same time, compact bodies of cavalry scoured the country, and by threats of severe vengeance laid the villages under contribution for the supply of corn and provisions of all kinds. Just before we anchored in Finisterre bay, they had sent to Corcubion a fresh demand for corn and wine; to which requisition the Junta sent for answer—'Let the French come and take it.' To all previous demands of a similar nature they had yielded—not without murmuring, though without any positive shew of resistance; but they were now determined to make a stand. This imprudent Junta met in council every day, and, at their desire, one of us always attended as a sort of honorary member. * * * It was our constant entreaty, that the patriots should have confidential scouts posted along the road all the way from Santiago, or wherever the French might be, in order that we might be apprised of their force and movements, so as to have it in our power to prepare for their coming, if they were not too strong, or to withdraw, if they were likely to overpower us. But the self-

satisfied, soporific Junta solemnly assured us, that these precautions were carefully taken, and that they received daily, indeed almost hourly, the most exact information of all the enemy were doing. Yet it so happened that they would never let us see any of these accredited agents of their's, either before they set out, or when they returned; and it soon became but too manifest, that the only sources of this boasted information were the popular rumours of the peasantry. * * * *

"Under these circumstances, we felt much at a loss, not only what to advise, but what to do ourselves. * * *. We reiterated our advice to the Junta, that they would take some more systematic precautions than any they had yet adopted, against a sudden incursion of the enemy's troops. They replied, that they had secretly done so, and that every pass was watched and guarded, except one, which, they said, it was not in their power to put in a proper state of defence without our help. The captain begged to know what kind of assistance they required; for he was not much disposed to allow his marines to act in such company. He was not a little relieved, therefore, by their saying, that what they wanted was not soldiers or sailors, but a couple of the frigate's quarter-deck guns, to plant in one of the passes of the mountains. They described this pass as being so narrow, that, if it were once fortified in this way, the whole of the French might be kept in check, until the necessary measures could be taken to bring up the patriot forces from Corcubion to complete the victory. I was accordingly despatched to the pass, with orders to make a survey of the ground, and to report my opinion as to the practicability of its being effectually defended against the French army, by a couple of 32-pounder carronades.

"The place pointed out lay about fifteen miles from Corcubion; and I set off under the guidance of peasants provided by the Junta, with an escort of half-a-dozen soldiers from the camp, the whole party being very respectably mounted on mules. This was on the 8th of April, and we reached our destination in the course of the day. My imagination had pictured to itself a narrow gorge, or cleft in the hills, like one of those Swiss passes in which the Burgundian invaders were demolished by the rocks and trunks of trees rolled down upon them by the natives. Much was my disappointment, therefore, when I came to the spot designated by this most precious of Juntas as one capable of being defended by a couple of guns against 10,000 French troops. It was an open, cultivated valley, at least a league wide, formed by ranges of hills, not rugged and inaccessible, but quite smooth, and easily to be traversed by any description of troops, artillery inclusive. * * *

"On returning from the interior, April 9th, I found the Endymion still lying in Finisterre bay, where she had been joined by H. M. ship Loire*,

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* Commanded by Captain (now Rear-Admiral) Alex. W. Schomberg.

a frigate despatched from England, with a supply of arms and ammunition expressly for the insurgents of Spain. The whole world at Corcubion were thrown into extravagant joy by this unlooked-for piece of good fortune; and nothing certainly could have been more seasonable than a supply of several thousand muskets, being nearly one for every unarmed peasant at our camp—of those at least who were in some degree organized and drilled. But as there were still upwards of 1,000 men over and above those formed into corps, and many others were crowding in from the country, it was thought right to despatch the Loire to England for a fresh supply.

"Early next day, we proceeded to the shore in great glee, to be present at the grand distribution of arms to the patriots in their camp. On reaching the council room, however, we learned, to our utter astonishment, that the army, as they were pleased to term it, had broken up that morning at two o'clock, from Bernun, and marched to a place called Paisas, twenty miles further off. It was in vain to urge the Junta to send off immediate orders to recall, or, at least, to arrest the troops, till they had arms put into their hands, their cartouch-boxes filled, and their arrangements got into some kind of trim to meet the enemy, should he think of coming down upon them. All we could extract from the Junta was, that as their orders had been given upon solid grounds, they could not be rescinded. * * *

"As the Junta had taken no measures to keep open the communication between the town and their forces, Lieutenant Thruston was sent off to the insurgent head-quarters at Paisas, to render any service to the cause, which his talents and activity might bring to bear upon the sadly misdirected fortunes of these poor Spaniards. In the mean time, we assisted the fishermen, and more stirring part of the town's-people, in completing the equipment of several gun-boats, which, in the absence of better means, it was thought might keep the enemy at bay, should they come near Corcubion, as the fire from these vessels commanded the main road for a considerable distance. These, and all the other precautions we could think of, became every hour more necessary; for reports poured rapidly in from the country, stating that the French had actually moved from Santiago in two divisions—the first of 1,000 men, the other of 600—and that one of these corps had been seen in full march towards the coast. Still, even when we knew that the enemy was bearing down upon us, we could fall upon no means of rousing the imperturbable Junta to any thing like action, or even precaution. * * * * * *

"The captain of the Endymion now became seriously alarmed for the fate of the town he had been called upon to protect. But all he could possibly do, was to send a fresh supply of ammunition for the gun-boats, and a message to the Junta—of which I was the bearer—to say, that if they wished it, the frigate should instantly be warped close to Corcubion to cover the escape of the inhabitants, since, from all he could learn, the

enemy were coming in such force as to break through and overwhelm the half-armed peasantry at Paisas.

"We rowed smartly up the bay, but had scarcely doubled the point of land at the entrance of the harbour, when we observed a smart cannonading open from the gun-boats stationed near the Santiago road. This fire was promptly returned from the neighbouring heights by a continued discharge of musketry. The enemy, in fact, had pounced, unseen, on their prey; for we could now distinguish the French soldiers pouring into the wretched town from both sides of the valley. Many of the inhabitants rushed to the fishing-boats on the beach, and leaping into them, indiscriminately pushed into the stream. As we rowed up the harbour, we met hundreds of these poor people, half dressed, screaming, and struggling hard to get beyond the reach of shot. Others fled along the sides of the hills towards the bay, hoping to be picked off the shore by the boats, or, if they failed in this, to conceal themselves in caves amongst the rocks. Of these fugitives, great numbers were brought down, like hunted deer, or like game in a 'battu,' by the fire of the enemy, whose cruel measures had been taken with so much skill, that the devoted town was nearly surrounded before day broke. The whole face of the little harbour was soon covered with boats flying from this scene of destruction—and happy were those who escaped with their lives. The adjacent banks, too, were crowded with groups of men, women, and children, shrieking in a most touching manner, and entreating their friends to take them into the boats—already overcrowded. So completely hemmed in, were these wretched people, that escape was almost impossible. The horror and confusion of this frightful spectacle were increased by the conflagration of the town, in the streets of which deeds of still greater atrocity were going on. Of course, we could be of no use to such multitudes—fifty such boats as I was in would not have held half the people; and long before the frigate could have entered the harbour, all was over.

"As it was useless to land, I rowed past the flaming town towards the headmost gun-boats, to supply them with ammunition. The Spanish sailors were fighting as gallantly as possible. Unfortunately, the two headmost boats got entangled some how or other, and the second in the line, not being able to distinguish her consort in the smoke, fired a shot right into the magazine of the vessel a-head of her. In one moment the boat and most of her crew were blown high into the air. We were so near at the instant of this catastrophe, that the fragments fell on board of us; indeed, had we arrived twenty seconds sooner, we must have shared the same fate. We lost no time in distributing the powder with which we were loaded, to the other boats, and then busied ourselves in saving such of the blown-up seamen as were swimming about. Meanwhile, the French made such quick work of their task of destruction, that, as we rowed down the harbour again, they were retiring from the town and re-forming on the road beyond the bend or turn opposite to which the gun-boats were stationed.

"I have already mentioned that Lieutenant Thruston, on the evening before the attack was made, had been despatched to the head-quarters of the patriots to keep up our communications, and, as far as he could, to induce the Spaniards to act with something like system or sense. He had a very difficult, as well as a delicate game to play, and acquitted himself with great discretion, in circumstances of no small intricacy as well as danger." (HALL'S "*Fragments of Voyages and Travels*," vol. III. pp. 6—73.)

The night of April 10th, 1809, was excessively dark, wet, and stormy; and this circumstance proved the salvation of Lieutenant Thruston and his guides. About 10 P. M., their mules refusing to face the storm, and they themselves being wet through, and benumbed with cold, the little party sought shelter in a hovel, distant from the road about ten or twenty yards; but had not been seated many minutes before their host rushed out to ascertain the cause of an unusual murmuring noise: in a moment after he returned, uttering, in a low whisper, "*los demonios estan aqui*," ("the devils are here,")—an appellation then invariably given to the French. The two guides immediately dropped on their knees; but there was no time for prayers—life and liberty were at stake. Lieutenant Thruston seized one with each hand, and contrived to drag them to the door, where the mules had fortunately remained quiet. Scarcely had they mounted, and struck off in a direction at right angles from the high road, when the heavy march of men and horses was distinctly heard, though nothing could be seen. The mules were goaded on, over rocks and foaming torrents, till it was ascertained that pursuit, if any had taken place, was given up. The troops from which they thus narrowly escaped, had been sent by Marshal Ney to destroy Corcubion. Had not Lieutenant Thruston been compelled by the severity of the weather to turn into the hovel, he would have trotted, with his guides, into the very head ranks of the enemy; and, as no quarter was then given on either side, this tale would never have been told. But the adventures of the night were not yet over. The trio wandered for some time in total darkness, ignorant of the direction they were taking, and only endeavouring to avoid the road they had quitted. About 2 A. M. they arrived at the outskirts of a village, from which proceeded a great noise

amidst the discharge of fire-arms. One of the guides immediately dismounted, and crept on his hands and knees to discover the cause. He returned in a few minutes, and his report induced Lieutenant Thruston to dash at once into the thick of the fray. Round the house of the curé of the village, a throng of men had assembled, armed in every way according to their abilities, endeavouring to force their way in, and preventing one another by the general pressure. The guides vociferated "*un oficial Ingles*," and the crowd instantly gave way. Lieutenant Thruston then rushed up stairs, and with some difficulty, forced his way into a room, where a scene of the most extraordinary nature presented itself:—a table was spread, with the remains of a supper on it, round which, but a few minutes before, a French courier and his escort, consisting of six dragoons, had seated themselves, having arrived about an hour previously, and taken up their quarters at the curé's house, at the same time commanding refreshments, &c. for the night. Unfortunately for them, the village was one in which the insurrectionary spirit against the invaders of Spain was most conspicuous, and a considerable part of the population had arms in their possession: the news of the enemy's arrival spread like wildfire, and in a very short time the house was completely besieged by a party, confident at least in their numbers. Upon the outer door being forced, the headmost men were shoved on by the crowd behind; and thus, whether they liked it or not, they found themselves opposed face to face with the dragoons. The latter had scarcely time to discharge their pistols before they were fairly overwhelmed; and it was at this critical moment that Lieutenant Thruston entered. The French were most of them lying prostrate, disfigured, and bleeding from wounds of various descriptions; the sub-officer, or leader, was on his knees before an athletic Spaniard, who was flourishing his sword most theatrically, not yet having made up his mind to give him the *coup de grace*. At the sight of the British uniform, the poor fellow made a spring towards its wearer, exclaiming, "*Sauvez ma vie, pour l'amour de Dieu! sauvez ma vie, monsieur!*" A respite of a few minutes was thus obtained,

during which Lieutenant Thruston succeeded in prevailing on the patriots to spare the lives of their foes, and give them up to him as prisoners. Those that were able to move he immediately marched off towards the coast; but as they never arrived on board the Endymion, their ultimate fate is doubtful.

After resting an hour, Lieutenant Thruston set out in quest of Marechal Lapido, and found him with only a few men, the rest of his force having dispersed amongst the neighbouring valleys. By daylight, however, many had come in, and more were flocking to head-quarters. All parties concurred in the measure of gaining the high road in the rear of the French troops, with a view of cutting off their retreat by the same route to Santiago—

And "By dint of hard marching," says Captain Hall, "Lieutenant Thruston managed to bring the insurgent forces to the top of the high ground which overlooks Corcubion, about the time when the enemy, fatigued with burning, murdering, and plundering, were drawing off from the town. When the French reached the foot of the hill, from the top of which the Spaniards were contemplating the destruction of their homes, the infantry very coolly sat down on the grass to rest from their labours, and the cavalry dismounted quite at their ease, as if in perfect security, though it was clear they must have seen the ridge of the hill covered with armed patriots.

"Now was the moment, thought Mr. Thruston, to make a rush down upon the wearied invaders, for the position gave the Spaniards every possible advantage over them; and if the former had possessed any degree of firmness or good discipline, their enemies, who were not one quarter so numerous, might certainly have been overthrown, and, possibly, taken prisoners. The zealous Lapido thought so too; and, being heartily seconded by Camaño, the patriots were ordered to advance to the attack, but not to waste their fire till they came quite close to the enemy, and, indeed, rather to trust to the effect of the rush down hill, and to the vigour of their arms in the use of the bayonet, than to the fire of their musketry.

"There was a great cheering of *viva! viva!* upon these orders being given, and the Spaniards moved on to the charge in a style worthy of the days of their own Cid Campeador. But this lasted only till they came within about a couple of gun-shots of the French troops, upon which, in spite of all that the officers could do, they halted, and commenced a brisk fire directed towards the enemy, who took no more notice of the circumstance than a great mastiff does of the harmless yelping of a dozen puppy dogs, ready to turn tail the instant they see their antagonist prick up his ears.

"I am sorry to say, this humiliating figure too well describes the pro-

ceedings of our patriotic allies. It was soon observable that more than half their number had gone off to the rear, under the pretence of their ammunition being expended, while those who remained merely loaded and fired off their pieces in the direction of the distant enemy, to the great waste of powder and ball, but without working the smallest mischief on their foes. The manner in which they made their own personal assurance doubly sure in this matter, was described as being ludicrous enough. They first ran to the brow of the hill, from whence they got a glimpse of the enemy, sitting at his ease in a field, and then, having fired, ran back again a hundred yards to reload in security.

"This sham fighting lasted for nearly half an hour, when the French, who by this time had taken sufficient rest, rose from the ground, buckled on their great coats and knapsacks, but without any fuss, or seeming to care one straw about the Spaniards, and advanced slowly up the hill, directly in the face of their fire *."

As the main body drew near, some riflemen threw themselves in the front, and, under the protection of every piece of uneven ground, kept up a destructive fire on the patriots. In vain did Lieutenant Thruston urge a body of men he had placed in reserve, to advance, and support the broken line. About fifty French dragoons, who had gained the hill by a circuitous route, soon made their appearance on the high level ground in the rear. Their presence alone decided the business; for in a very few minutes the hill was deserted by all except the old Spanish soldiers, not exceeding 100 in number. These brave men stood to the last, and drew off in good order to some broken ground on the left, thereby covering the retreat of Lieutenant Thruston, who succeeded in reaching the sea-shore, accompanied by his friends Lapido and Camaño. The fugitives, who followed their motions, re-assembled on the beach, about a mile from the scene of action, and there met the boats of the Endymion, under the command of her first lieutenant. Thus ended the battle of Corcubion, which the renowned Junta of that place ever afterwards spoke of as a victory.

After this, the armed peasantry of Gallicia never acted together again in any great force, but divided themselves into

* See Hall's "Fragments of Voyages and Travels," vol. iii, pp. 6—78.

small parties, attacking only when certain of success. Owing to this mode of warfare, the French were at no time masters of more ground than they actually covered; and to distract them still more, Captain Capel resolved on an expedition against Camariñas, their nearest station of any importance, about twenty miles to the northward. Accordingly, a party of seamen and marines, with Mr. George V. Oughton, purser, as a volunteer, were placed under the command of Lieutenant Thruston; and to this detachment were joined about 400 of his old allies, who, though beaten, were ready to try their chance again under his guidance. The Endymion's launch, well armed, was at the same time sent alongshore, with orders to enter the harbour, make the necessary reconnoissance, and co-operate with the party on land. The enemy, either learning the superiority of the approaching force, or having orders to that effect, retired. The inhabitants having been rather conspicuous for their attachment to the French cause, the town was taken possession of in a military manner; the chief personages were put under arrest, and the vessels in the port immediately boarded;—among them was an English West Indiaman of considerable value, originally captured by the Spaniards, and afterwards seized by the French. After having completely dismantled two strong batteries; all the British, and part of the patriotic force, were embarked on board the prizes, and carried back in safety to Corcubion. The Spanish vessels, laden chiefly with salt fish, were given up to the Junta; the West Indiaman was sent to England for condemnation.

"Some division now took place in the councils of the redoubtable statesmen at Corcubion. There were two parties,—one of which had lost every thing by the late visit of the French; the other had still some property to lose, and could count some relatives unmurdered. Those who had lost all, were hot for war; and so in fact were the rest, but with this difference;—the ruined party were for beginning again instantly, and with most unwonted energy; the other merely wished to pause a little,—'*mañana*' was their word; '*poco a poco*,'—little by little. The former, however, gained the day in the discussion; and taking advantage of an offer the captain of the Endymion had incautiously, but very naturally, made at the moment of their greatest extremity, they claimed the ful-

filment of his promise, to bring the frigate into the inner harbour, abreast of the town. This step, they assured him, must restore confidence to the inhabitants, who would then speedily re-assemble; while an apprehension of the ship's broadside might keep the enemy at a distance.

"The most serious objection to the measure which the Spaniards urged upon us, was the extreme danger to which H. M. ship must be exposed by entering a narrow harbour, completely commanded by heights, to which she could not elevate her guns, but where an enemy, not resisted by military, might take up a position at any moment, and thence, by means of artillery, knock her to pieces at their leisure. Added to this, there was a powerful battery at the entrance of the harbour, sufficient of itself to stop a much larger ship than the Endymion. Of course, the Spaniards undertook to garrison this fort; but we had seen too much of the distinction which these warriors made between promise and performance, to think of relying upon such an engagement.

"Nevertheless, as there would have been some indelicacy in making difficulties dependent upon our own chance of danger, and as it appeared to be of some consequence to shew how truly the English were in earnest in the common cause, it was determined to run the hazard of bringing the ship into harbour. On the 17th of April, accordingly, we sailed in, and moored close off the town. On that very day, the wind chopped round to the southward, and in the evening it blew very hard—so much so, that had we been then assailed by a skilful enemy, possessed of the heights, and furnished with guns, and troops enough to prevent our landing, we must either have been sunk at our anchors, or have surrendered at discretion, after the greater number of the crew had been killed. To have beat out against such a breeze would have been impossible. * * * *

"Now that we had brought our ship within range of the enemy's shot, it became of consequence to establish for ourselves something like a proper system on shore; and for this purpose, Lieutenant Thruston, who enjoyed as much of the confidence of the Spaniards as any foreigner can ever hope to gain, and who had by this time become personally acquainted with the useful men amongst them, endeavoured to rally their forces, and once more to muster them in strength. I ought to have mentioned, that before entering the harbour, we took the liberty of disarming the battery at the entrance, by pitching its guns into the sea—a proceeding to which the Spaniards reluctantly consented. * * * *

"On the morning of the 18th, just as the day broke, the first scene of the recent tragedy was acted over again—the whole harbour was once more covered with boats, crowded with the inhabitants flying from the town, while all the roads were choked with fugitives as before. No enemy being in sight, we felt disposed to ascribe this to some panic; but, on sending a boat to enquire, we learned that a peasant had arrived with news of a large French force being again near the town, accompanied by a train of heavy cannon. This sounded disagreeably enough; but still

no troops could be seen from the ship; and the inference was, that the French were making a sweep round the hill, in order to gain the heights lying between her and the harbour's mouth, from which their guns might command the passage, and cut off all retreat."

Shortly after, "a cannon shot, fired from the shore, whistled over the heads of the officers, and passing between the masts, fell beyond the ship. Before the glasses could be turned to the spot from whence it came, another well-directed gun was fired; but, fortunately for us, not from the heights. In the next minute, the whole ridge was bristling and alive with French infantry, marching, at double-quick time, to gain the cliffs overhanging the narrowest part of the harbour, from which position they might have fired on the ship's decks with their musketry as she passed. A similar body of men were proceeding with equal celerity along the opposite, or eastern side of the harbour, accompanied by artillery, which were galloping furiously forward, some to gain the dismantled battery at the entrance, and others to perch themselves on the most commanding cliffs and other points, least within range of the ship's guns.

"All the enemy's measures, up to a certain period, had been so well taken, that, but for their impatience, it is hard to say how the frigate escaped capture, or entire destruction. Had they only kept out of sight, and refrained from firing at all till their heavy guns were brought round to the proper situations for attacking us; and if the infantry had been kept behind the ridge till the ship, in leaving the harbour, approached close to the shore, they might have nabbed us. * * * But it seemed as if the officer in command of that detachment of guns, sent to the eastern side of the harbour, could not resist the temptation of a shot, when he first came in sight of the Endymion, which ship, as we afterwards learned from a prisoner, they already considered their prize. * * * * Whatever was the cause, however, whether it were bad generalship, which is not likely, or merely impatience on the part of the officer, which is more probable, these indiscreetly managed shot, by giving us timely warning, saved our good frigate from being pounded to pieces.

"The gun-boats, stationed off the beach, were soon driven back by the fire of several hundred men, also accompanied by field-pieces. The French troops then entered the ruined town; but the unfortunate inhabitants had already escaped over the hills, or in boats. There was nothing left, therefore, for the ship to protect; and, of course, she made sail out of the harbour as fast as possible, with an escort of flying artillery on each side of her; followed by two bodies of troops, scrambling and running along the rocks, just too late to catch their expected prey.

"I need scarcely add, that the French now completed those parts of the work of destruction left unfinished at their first visit. After this they fell back upon Santiago. The unhappy Junta were hunted about the country like wild beasts, by the enemy's cavalry; and a high price being put on their heads, they were at length glad to seek refuge on board the

Endymion. About thirty persons in all, including wives, children, and attendants, availed themselves of our protection. We built them up a large cabin on the main-deck, made the party as comfortable as we could, and, at their own request, landed them at Vigo some days afterwards; for they deemed it most prudent to keep at a distance from home for a time*."

Here terminated the operations of the Endymion on the coast of Spain. In June following we find her proceeding to Madeira.

Lieutenant Thruston was subsequently ordered out to the Cape of Good Hope, on the admiralty list for promotion; and sailed for that station in the Scipion 74, flag-ship of Rear-Admiral the Hon. Robert Stopford; with whom he also proceeded to Java, in 1811. On their arrival at Batavia, he was selected to land and keep up a communication between the naval and military head-quarters, a service highly pleasing, as it gave full leisure for observing the operations of a campaign, unshackled by any fixed duty assigned. The following narrative (written by himself) of his subsequent proceedings in the Hesper sloop, will, we are sure, be perused with lively interest.

"In the autumn of 1811, the combined British naval and military forces, under the respective commands of Rear-Admiral Sir Robert Stopford and Major-General Sir Samuel Auchmuty, employed on an expedition against the island of Java, succeeded in carrying by storm the intrenched camp of General Jansen, in the neighbourhood of Batavia. The fortification had been projected and finished by General Daendals, who had lavished all the resources of military talent on a situation extremely strong by nature; but the Malay troops, though bold, and trained in European tactics, were unable to stand against the assault of our veteran regiments, assisted by the Indian troops, who emulated their companions in arms; and after a severe and bloody attack, their entrenchments were successively carried, and their remaining detached corps were in a few days either destroyed or forced to capitulate. This affair decided the fate of the Dutch empire in the east, as in the capitulation were included their various settlements in the Indian seas. The course of operations had carried the admiral to the port of Sumbaya, the most eastern establishment on the island, and there, when the arrangements were finally closed, I received the command of the Hesper, sloop of war. The climate and hard

* See Hall's Fragments, &c. Vol. III. pp. 101—121.

service at the batteries, during this arduous campaign, had not spared the crew of this vessel more than those of the other ships of the squadron; and out of a complement of 120 men, there remained only eighty or ninety, fifty of whom were at this time in the hospital, or on the sick list, on board.

"Shortly after the departure of the admiral from the island, a report was brought from Europe by a vessel just arrived, that a squadron of French frigates had left Brest, bound, as was supposed, for the relief of Java. The British naval officer left in command, immediately made the necessary arrangements for their reception, in the event of their finding their way into these seas; and I received orders to proceed with H. M. sloop under my command, to the Straits of Bali, to watch well their southern entrance. I received on board some few convalescents from the hospital, and immediately repaired to Balambuan, in the Straits above mentioned. While at anchor there, I had the misfortune to lose the only experienced officer on board, who sank under the effect of the marshes of Batavia; his loss was great, and, to me, irreparable. While taking in our water at this anchorage, the westerly monsoon had set in with its usual violence, and though perfectly secure where we lay, the offing held out no very agreeable prospects; and the extreme severity of the weather, accompanied with torrents of rain, of which scarcely an idea can be formed in a northern temperate latitude, made me sometimes hesitate on the propriety of proceeding to sea. But the system of naval discipline is founded on the same principle as that of the ancient Roman armies; and with us, as with them, the highest virtue is obedience without calculation. I determined to run all risk, and having completed the supply of water, stood to sea early one morning in the beginning of December, with the intention of returning to the anchorage in the evening, if I should find upon trial that the severity of the weather, or strength of currents outside, should render it necessary. In half an hour from the time of our quitting the Straits, an extremely heavy squall came on, which entirely hid the land from my view. I stood on for a few hours and then tacked, in the expectation of reaching the anchorage in the Straits before dark. The weather during the whole day had been so extremely thick, that we were never once enabled to see more that half a mile distant. About four o'clock P. M. I calculated that we were at the mouth of the Straits. The weather, as we approached in shore, became more moderate, and the land was discovered at no very great distance. I stood in with full confidence, when to our no little astonishment, the face and form of the Straits had entirely changed their character, and we soon discovered that it was in vain to search for our old friendly anchorage *here;* in short, I now comprehended, that the easterly current, for which it was impossible to calculate, during the thick weather of the day, had driven us in spite of every endeavour to keep to windward, into the Straits of Lombo, which are formed by the island of Bali, and that of Lombo. I endeavoured to gain the offing, as

the only rough manuscript chart in my possession represented these Straits as extremely dangerous, from the extraordinary currents there prevailing. But it was too late to recede; the wind had almost at once fallen to a dead calm, and I found myself irresistibly drawn into this gulf, with a rapidity the most alarming. The vessel was now perfectly ungovernable, from the total stagnation of wind; and it is scarcely possible to describe the very extraordinary appearance and effects of the currents, which now acted upon us with the most capricious fury. At one moment, all was calm and smooth as a mirror, not a ripple to be seen or heard: in an instant after a mountainous wave rose at a short distance, and directed its course to the vessel, boiling and roaring with a noise and velocity the most appalling. It then broke over the ship on both sides, carrying on its course with the same wild appearance for a hundred fathoms more, when, suddenly, the surge ceased, and all was still again; but only for a moment. During the whole of this awful scene, the Hesper was turned round and round in the most alarming manner, appearing but as a plaything in the hands of the genii of this whirlpool. At one moment we found ourselves close to the breakers, which border the shore of the Straits, upon which we were driving with a rapidity that seemed scarcely to leave time to prepare for the catastrophe before us; and then, at the very moment when we had lost the hope of deliverance, a counter current caught us with the same violence, and hurried us over to the opposite shore, where a similar counteraction again preserved us. The chart before me was not particularly calculated to cheer us, as the Dutch navigators had marked a small island at the entrance of the Straits—"Banditti island," another, "Murderer's Point," "Assassin's Bay," &c. I now observed with attention and satisfaction the progress of the vessel in this dreadful vortex, and found that, independently of the counter currents, the direction of the whole movement was to the northward, through the Straits, with such a velocity, that at the expiration of two hours we had opened the northern entrance; in the course of the same night we gained the entrance of the Java sea without any accident, and next morning again entered the Bali Straits by a northern passage. The weather was now for a day or two tolerably settled, so that notwithstanding the experience I had gained in my first attempt to remain at sea, I was induced to make a second experiment. Acordingly we started again by the same route. The morning was fine, and the easterly current outside did not appear too rapid to prevent us *holding our ground;* but towards the afternoon it grew black to the S.W., and in a short time a gale of wind came on with great fury. It blew a perfect hurricane all the night, and in the morning, when we stood in for the land, I discovered by observations of chronometer, that we were now opposite the coast of Sumbaya. The strength of the currents of course vary with the violence of the wind, and as it still continued to blow with unabated fury, I considered any attempt to return to our cruising ground as perfectly hopeless and impracticable,

until the termination of the monsoon, unless I had chosen to cross the equinoctial line, and thus profiting by the contrary monsoon which blew to the northward of the equator, be enabled to return to Java; but the short stock of provisions, and the wearied and sickly state of my crew, rendered it absolutely necessary that we should quickly find some sheltering port. I cast my eyes over the chart, and saw no place where we could expect to find refreshment nearer than Timor; and although I had no local knowledge of the state of that settlement, I concluded it, from the appearance of the chart, to be of some importance, and hoped that possibly before this time the British Government might have sent a garrison to take possession of it. I decided, therefore, to make the best of my way to that place, and ran down before the wind, running a great risk from the coral reefs, which extend to a considerable distance from Sandal Wood island, and which were not laid down in the chart. I found myself the next day in the open sea, between the above mentioned island and Timor. The weather was now occasionally clear, though still blowing with undiminished violence; but I was fortunately able to determine with tolerable precision, the latitude by double altitudes, which was of the utmost consequence, as my intention was, to enter the Straits which are formed by the two small islands lying to the westward of Timor. At eight o'clock in the evening, we were, by calculation, exactly in the latitude of the Straits, at the supposed distance of about fifty miles. I therefore ordered the ship *to be hove-to* for the night, and not to attempt a nearer approach until the next morning; but these orders were so unskilfully executed by the officer of the watch, that, a tremendous squall unluckily coming on at this time, the fore-yard was carried away, and to clear the wreck, it was absolutely necessary (at whatever hazard) to put before the wind, although at the imminent risk of approaching the lee shore during the night. I steered then due east for the Straits, and was obliged to remain *running* for a considerable time, until the wreck was cleared, when we were enabled *to heave to*. I knew that by this time we must be within twenty miles of the land, and my anxiety was extreme. I remained on deck all night, during which the weather was excessively bad, and the ship drifting fast to the eastward. The day had not yet broken, when the alarm was given—'breakers on the lee bow;' the vessel was instantly wore round, and scarcely had she gone on the other tack, when again—"land a head;" and the surf was seen breaking over the rocks with tremendous fury. I could now only hope that we were in the Straits; but our preservation depended on various circumstances,—upon the correctness of the latitude of the Straits, as marked down in the chart; on the precision of my observations the preceding day; and on the exactitude of our course during the night. It was a fearful moment,—if in the Straits I knew we were safe; but if a quarter of a mile to the northward or southward, nothing could possibly save us from destruction. The day was not yet clear; we wore round frequently

to avoid the tremendous breakers on either side; the Straits were not half a mile in breadth; a perfect silence prevailed on board; every individual seemed absorbed in the contemplation of the imminent danger which surrounded them; and the rapid execution of every successive order, shewed the superiority of British seamen over every other in the hour of danger. I had sent men aloft to report if any opening could be observed between the land to leeward; when at once on the dispersion of a dark and heavy squall, which kept back the day, several voices exclaimed, "We are in the Straits, Sir," and the opening appeared every moment more manifest. *We had stood the cast of life or death, and the throw was successful.* I now steered confidently into the Straits, and we were soon in that part of them formed by the northernmost of the two islands I have spoken of, and Timor. Here we were perfectly sheltered from the fury of the monsoon, but our difficulties were not all over. Our chart, owing to the illiberal conduct of the Dutch government, whose invariable practice was to preclude strangers from all knowledge whatever of their seas, contained no details, and I knew not in what part to look for an anchorage. Our sounding-lead could never reach the bottom with forty fathoms, and the day was employed in a vain search. I was in hopes, by the intervention of some canoe, to have opened a communication with the shore, and to have gained this so necessary information; but neither men nor habitation presented themselves in this quarter. I continued in the Straits all night, and in the morning sailed out to explore the northern coast of Timor. The weather had somewhat moderated when I quitted the shelter of the Straits. The land of Timor formed, I found, a deep bay to the northward, at the bottom of which, I suspected the settlement I was in search of existed. I stood in for a considerable time, but no signs of habitation appearing, I began almost to despair of finding the object of my search here; when, as I looked through my glass for the last time, I imagined I perceived a red habitation peeping from among the trees. I now stood in farther, and rounding a precipitous point, my doubts were changed to certitude. The picturesque town of Coupang presented itself, protected by the battery of Vittoria, which stood high on a cliff to the westward. Our colours were now hoisted, a signal gun was fired, and I expected to see the British flag hoisted on the fort; but you may judge of my embarrassment when I observed the Dutch flag wave. What measure was to be taken? I immediately despatched an officer with a flag of truce a-shore, bearing a letter to the governor, in which I informed him of the reduction of the Dutch settlements in Java by the English, and demanded the surrender of the colony, and his immediate attendance on board. The officer returned with the answer of the governor, that he could not *comprehend* the affair; that he had had no communication with Java for nearly two years, and begged me to come on shore to explain. I did not hesitate, with the white flag in my hand; I was received on the beach with military honours, the battery was manned, and the troops and militia drawn up.

I proceeded to the government-house, and commenced the conversation by a recapitulation of the late events at Java, &c. and demanded again the immediate surrender of the settlement. He required to see my authority, and the written orders usually given on such occasions. I was obliged to be frank with him, and represented the truth; that accidental circumstances had brought me to Timor, where I expected to have found a British garrison, but that not being the case, it became my duty as a British officer, to haul down an enemy's flag wherever I might find it; adding, that if he did not think proper to surrender the island on the ground of its having been included in the capitulation by General Jansen, I now summoned him in my own name to surrender to me, as an enemy of superior force, stating, that I had on board 300 men, who waited only for my return, to come a-shore and commence an immediate attack. I warned him also that the blood which might be shed in this contest must rest on his head. He was considerably agitated, and undecided what part to take. To compel him to decision I drew out my watch, 'Sir, I give you ten minutes for deliberation; if, at the expiration of that time, you are not decided, *I am*, and shall return on board, and you must abide the consequences of a bombardment.' His inquietude increased; I saw that he was inclined to obey the summons, but the fear of committing himself would not allow him to act. I whispered to my Dutch interpreter to proceed to the fort, which was in sight from the portico of the government-house, where the conversation was held, and to endeavour, by feigning himself to be the bearer of orders to that effect, to haul down the flag. He executed his commission so well, that before ten minutes were expired, and while the governor was still hesitating, the flag of Holland was lowered, and the British ensign waved in its stead. It was now too late for him to retract; I thanked him for his *promptitude*, and immediately established him in due form, as vice-governor provisionally, till the ulterior orders of the British government were received; and I then promised him, that, provided he would answer for the fidelity of the colonists, I would not run the risk of disturbing the harmony which I hoped would reign in the settlement, by landing a single Englishman, excepting my own boat's crew, as a body-guard to myself. He acquiesced entirely in my views, and you will easily conceive what were really the motives of my apparent delicacy; viz. the almost total impossibility of garrisoning the fort, not having more than thirty or forty efficient men, who were scarcely sufficient for the ordinary duty of the ship. Our measures were now all amicably arranged. I received and returned the official visits of the chief personages of Coupang. Fresh provisions, &c. were sent off to us in abundance, and I procured a pilot to place the ship in a secure anchorage, which I was glad to find was at a considerable distance from the place, as by that means, I should have less difficulty in preventing communication, and letting the real state of the case and of our small force be known, till my authority was securely established: my grand aim was to secure it by conciliation.

With the governor himself I had no difficulty, for the more we lived together, the more reason he had to be convinced that he was not deceived as to what had taken place at Java; but I soon found the case was far different with those who had not the same opportunities of investigation. The public mind was in a state of great ferment; weeks had now elapsed since my arrfval, and no vessel had appeared from *any* quarter bearing the confirmation of the capture of Java, and the overthrow of their empire in these seas, which were looked upon as equally chimerical as the destruction of one of the great powers of Europe. I had a Malay slave who was much attached to me; this man brought me frequently reports of what passed in the companies at Coupang. They had already more than suspected the distressed and sickly state of our force, and exclaimed loudly against the pusillanimity of the governor, in lending a credulous ear to the improbable story I had told him; my trusty servant also told me of a report that was prevalent, that a conspiracy was entered into by the governor, the principal inhabitants, and the four native rajahs in the vicinity; who, on a pre-concerted signal, were to join their forces, make myself prisoner, and re-hoist the Dutch flag. I was the more inclined to give credit to this story, as my house had been nightly beset by parties of the natives and slaves, who had repeatedly disturbed me by their war cries; but the activity and alertness of my guard prevented any thing unpleasant happening. It now appeared to me that matters were drawing to a crisis, and that some *decided* measure must be taken immediately; accordingly, I went on board my ship next morning without making my intention known, and ordered the commanding officer to bring her as close to the town as the depth of water would permit, and to have all clear for action. I next proceeded with my boat's crew, properly armed, with the intention of making myself master of the person of the governor, as a hostage and security for the good conduct of the citizens. I chose mid-day as the season for the enterprise, as in the tropics it is the season of tranquillity and repose. I entered the inner harbour, which led to the very door of the governor's house: no alarm was given; not a soul was stirring: I entered the inner apartment with my trusty crew, who planted themselves at the door: the governor soon appeared, alarmed and agitated. I explained to him the report which had reached my ears, of a conspiracy against us, and that he was supposed to be implicated. He was excessively distressed, called on every thing sacred to witness his perfect innocence, but admitted, that for several days past he had not been perfectly satisfied with the behaviour of some individuals, who had made very improper proposals to him. In reply, I stated to him my extreme dissatisfaction at the want of confidence of the colonists, who appeared to have mistaken my hitherto mild manner of treating them, for a want of force and authority. It was now necessary to undeceive them. At this moment a gun was fired from the Hesper, which was the signal to me that she had taken her allotted station, a-breast of the town.

I directed a call of the principal inhabitants immediately, and they were told to prepare themselves to take the oath of allegiance the following morning in the castle yard. In the mean time the governor was to remain a prisoner in his own house; and it was understood, that his person was responsible for any outrage or tumult that might take place. This sudden call and declaration, and the appearance of the Hesper's broadside within three hundred yards of the beach, checked at once the rising seeds of disaffection. They renewed to me their promises of fidelity and attachment, and professed themselves perfectly ready to take the oath of allegiance to His Britannic Majesty. The night passed without any thing extraordinary. In the mean time, I had thrown into the battery every disposable man from the ship, leaving the convalescents and boys to do their best in keeping a constant fire on the town, in case it should be necessary. Asiatic indolence was astonished and alarmed at the promptitude and decision of our measures; they felt and acknowledged their inferiority. At nine the following morning, the procession moved from the governor's house towards the fort. I could scarcely keep my gravity at the spectacle; the governor, secretary, and suite, had ransacked their wardrobes to make up gala dresses, and never were seen such originals; however, the solemnity was well preserved, and we entered the castle yard under a military salute from the Dutch troops and a detachment of British seamen; the four native princes also attended the ceremony at the head of their respective councils. The Malay troops were in line, and the principal inhabitants assembled around me; the governor advanced in the middle, and read aloud the oath of allegiance, which was answered by all present, amidst a salute of twenty-one guns, fired by our detachment. All seemed to pass off well, when an unlucky peal of thunder seemed to awaken the superstitious feelings of my demi-civilized friends. I determined to anticipate the evil augury, and my interpreter exclaimed, that heaven likewise joined in the solemnity we were celebrating. It was answered by *a viva*, and we assembled in the evening to a ball and supper, prepared under the portico of the government-house, adorned by some fine old banyan trees, which had stood there for ages, and whose successive branches having taken root, formed a most singular and picturesque shelter from the heats of the day or dews of night. Universal harmony prevailed: Keisan, the chief of the princes, paid his devotions most earnestly to the brandy bottle, which was placed near him; his attachment to his new master increased at every glass; he embraced me again and again, and swore to follow me through the world. All present seemed to feel more or less the effects of their libations. I gave the signal to rise, and at the same instant, an officer whom I had stationed with some fire-works, discharged the rockets. From that moment I felt myself perfectly secure of the fidelity of my new subjects. With few exceptions, almost all, creoles and natives, fell with their faces on the ground, and several moments elapsed before their consternation had passed away. Nothing of any moment occurred after this

affair, until my departure. The monsoon had begun to relax, and towards the month of March, light and variable breezes announced the return of the fine season. I now took leave of my new friends in a state of perfect tranquillity and submission to the British government; as in the interim, a Chinese junk had touched at the island, and confirmed the news of the downfall of their eastern empire. We returned to Java without accident or difficulty, and were hailed with satisfaction and joy by the rest of the squadron, who had long given us up for lost.

(Signed) "C. T. THRUSTON."

Commander Thruston's appointment to the Hesper was confirmed at home on the 7th Feb. 1812. On the conclusion of the above service, which affected his constitution deeply, he was ordered to Madras, where, immediately on his arrival, a violent inflammation of the liver displayed itself, which in a few hours brought him to death's door. The medical men insisting that an immediate change of climate offered the only chance of saving his life, Captain William Jones Lye, of the Doris frigate, then about to sail for England, kindly consented to receive him on board, though already encumbered with a crowd of other passengers. He returned home in Nov. 1812, and, for a year or two afterwards, sought that repose which his shattered health required. When again enabled to offer himself for service, the war had ceased; and he, with some hundreds of other officers in a similar situation, found it impossible to obtain further employment. Since then, with the interval of two or three years spent on the continent, his time has been chiefly passed in North Wales, endeavouring by magisterial and other civil duties, to keep down the longing for a life of greater activity and enterprise, but which he has little hope of prosecuting again, as the greater part of the powerful friends of his youth are no more.

Commander Thruston married, 1st, in 1815, the sole surviving child and heiress of Lewis Edwards, of Talgarth, Merionethshire, Esq.; in right of which lady he became possessed of considerable landed property in that county. 2dly, in 1829, Eliza, second daughter of Admiral Sotheby. By the former marriage, he has four children now living;

their mother's sister was the wife of the Hon. Thomas Parker, brother to Lord Macclesfield.

WILLIAM HOLMAN, Esq.

Was made a lieutenant in Sept. 1799; and commanded a boat belonging to the Regulus 44, Captain (now Sir George) Eyre, at the capture of an armed schooner and several merchant vessels, in Aguada Bay, Porto-Rico, July 11th, 1798. In 1811, he acted for some time as captain of the Hibernia 120, off Toulon. His commission as commander bears date Feb. 20th, 1812.

THOMAS METHVEN, Esq.

Was made a lieutenant early in 1798, and promoted to his present rank on the 21st Feb. 1812; previous to which he had served in the Invincible 74, Captain (now Vice-Admiral) Ross Donnelly; and as first of the Resistance frigate, Captain Philip L. G. Rosenhagen, on the Mediterranean station. He married, in 1829, Janet Grant, youngest daughter of the late David Hunter, of Blackness, Esq.

ROBERT GILES, Esq.

Was made a lieutenant on the 29th April, 1799; and promoted to the command of the Scorpion sloop, on the Leeward Islands station, Mar. 12th, 1812. He died Feb. 6th, 1824, in his 49th year.

JOHN FORBES, Esq.

Was made a lieutenant in Dec. 1800; presented with the Turkish gold medal, at the close of the Egyptian campaign, in 1801; wounded while serving under Sir John T. Duckworth, in the Royal George, first-rate, during the expedition against Constantinople, in 1807; appointed to the Antelope 50, flag-ship of Admiral John Holloway, in the summer of 1810; and advanced to his present rank on the 17th Mar. 1812. He subsequently commanded the Erebus sloop, on the North Sea station.

CHARLES FARWELL, Esq.

Was made a lieutenant on the 30th April, 1807; promoted to the rank of commander, Mar. 17th, 1812; appointed to the Alert sloop, Feb. 11th, 1819; and granted the outpension of Greenwich Hospital, June 7th, 1830.

THOMAS GALLWEY, Esq.

Obtained a lieutenant's commission in Sept. 1807; served as such under Captain (now Sir Philip) Broke, in the Shannon frigate; and was advanced to his present rank, Mar. 17th, 1812. Since the peace he has been employed in the Preventive and Coast-Guard services.

JOHN JEKYLL, Esq.

Was made a lieutenant towards the close of 1796; and commander on the 21st Mar. 1812. Previous to this latter promotion, he had displayed much ingenuity in contriving the common hand-pump to serve as a fire-engine on board ships; and some years afterwards, obtained a patent for certain improvements in steam or vapour baths, to render the same more portable and convenient than those then in

common use. In Dec. 1823, he presented the Bath and West of England Agricultural Society, with an excellent break for shoeing oxen, which had been in use for some years, and was placed in the cattle yard of the society. He at the same time exhibited a portable vapour bath, which had been highly approved of by H. R. H. the Duke of York, also by several of the most intelligent and respectable medical men of the army and navy, and is now used in some of the metropolitan hospitals. He likewise displayed a model of a mail-coach, to prevent the pressure of the vehicle against the horses, in descending hills. If, as has been said, steam is a powerful and successful agent in the yellow fever of the West Indies, the typhus fever, and the cholera morbus of India, Commander Jekyll's vapour bath must be of great importance to both services.

JOSHUA TREACY, Esq.

Obtained the rank of lieutenant in Dec. 1797; and served for many years under the late Admiral Sir Charles Cotton. On that officer striking his flag in 1807, Mr. Treacy accepted an offer of Sir John Borlase Warren, and proceeded with him to Halifax, as first of his flag-ship, the Swiftsure 74. When Sir Charles Cotton assumed the command on the Lisbon station, after the emigration of the House of Braganza, he again applied for his old follower; who accordingly hastened to join the Hibernia 110, from which ship he was removed, with the admiral's retinue, into the San Josef 112, on the Mediterranean station, in 1810. Lieutenant Treacy was made a commander on the 21st Mar. 1812.

RICHARD ALCOCK, Esq.

Son of the late Robert Alcock, of Desmana, co. Waterford, Ireland, Esq., and grandson of John Alcock, Dean of Lismore, in the same county. His uncle, Alexander Alcock, was Dean of Kilmackdoagh, co. Galway; and his father's

youngest brother, John Trevor Alcock, died Lieutenant-Colonel of the 47th regiment, in the West Indies, *anno* 1796.

The Alcock family is one of the oldest in county Waterford, and long held the representation of it and Wexford. They trace their descent in a direct line from John Alcock, Dean of Westminster, afterwards Bishop of Winchester, and subsequently of Ely; founder of Jesus College, Cambridge, and of a free school at Kingston-upon-Hull; a man high in the esteem of King Henry VII., by whom he was successively appointed Lord President of Wales, and Lord High Chancellor of England.

Mr. Richard Alcock was born at Desmana, Nov. 17th, 1781; and appears to have entered the royal navy under the auspices of the late Admiral Sir John Colpoys, by whom he was placed in the Pompée 80, Captain (afterwards Admiral) James Vashon, in the summer of 1795. After serving five years with that officer, he joined the America 64, bearing the flag of his friend Vice-Admiral Sir William Parker, from whom he received an order to act as lieutenant of the Lily sloop, on the Halifax station, in 1802. His appointment, however, was not confirmed until Dec. 7th, 1804; after which he served under Captain Clotworthy Upton, in the Lapwing and Sybille frigates, for a period of five years: the latter ship was present at the bombardment of Copenhagen, and consequent surrender of the Danish navy, in 1807.

In Dec. 1809, Mr. Alcock became first lieutenant of the Theseus 74, Captain (now Sir John P.) Beresford, with whom he continued, in that ship and the Poictiers of similar force, until sent to the Mediterranean, on the Admiralty list for promotion, in July, 1811. The Theseus was attached to the Walcheren expedition; and the Poictiers employed in the river Tagus, and blockade of Rochefort and Brest.

This officer obtained the rank of commander, Mar. 21st, 1812; and married, July 15th, 1813, Frances Maria, daughter and co-heiress of William Philips, of Court Henry, in Carmarthenshire, Esq. his Majesty's Attorney-General for South Wales (and niece to Admiral Sir Thomas Foley); by whom he left three sons and one daughter to deplore his

death, which took place some time in the year 1827. His only brother was then Major of the Waterford militia; one of his first cousins, Major-General Sir John Keane, K. C. B., Lieutenant-Governor of Jamaica; and another, Lieutenant-Colonel Edward Keane, commanding officer of the 6th (or Enniskilling) regiment of dragoons. In 1805, when the late Viscount Melville was impeached "for high crimes and misdemeanors," the subject of this sketch had five near relations in parliament, who all voted in his lordship's favor. Mrs. Alcock's mother married (secondly) Henry second Earl Bathurst, by whom, however, she had no issue.

GEORGE TRUSCOTT, Esq.

Sixth and youngest son of the late Rear-Admiral William Truscott, whose services are detailed in the Naval Chronicle, vol. xxx, p. 177 *et seq.*

This officer was made a lieutenant on the 28th Feb. 1805; promoted to his present rank, Mar. 21st, 1812; and appointed to the command of the Havock sloop, on the North Sea station, Dec. 6th, 1813. In 1811, whilst serving as first lieutenant of the Dryad frigate, Captain Edward Galwey, he invented the "*Force Pump*," by which fresh water is now obtained from the hold without disturbing its stowage. Previous to the introduction of this machine, the main-deck of a man-of-war, in consequence of the practice then resorted to of getting at her daily supply, bore a greater resemblance (pending the operation) to a wholesale cooperage than a battery, from the number of empty casks with which it was unavoidably lumbered. This frequently created the greatest confusion, by impeding the performance of important evolutions; such as making sail in chase, or clearing ship for action.

Commander George Truscott married, Nov. 29th, 1820, the only daughter of the late Michael Stritch, of Exeter, Esq.

FREDERICK WILLIAM ROOKE, Esq.

Was made a lieutenant on the 15th Nov. 1805; and promoted to the rank of commander Mar. 21st, 1812.

WILLIAM PENDER ROBERTS, Esq.

Was made a lieutenant on the 5th Feb. 1806; appointed to the Ariel sloop, Captain Thomas White, in 1808; promoted to his present rank, Mar. 21st, 1812; and elected Mayor of Penryn, Cornwall, in Sept. 1822. He married, in 1819, Harriet, second daughter of Captain Rowland, of Penzance.

JOHN PRICE, Esq.

Was made a lieutenant on the 31st July, 1795; and served as such under Captain (now Sir Graham) Moore, in the Melampus frigate, at the defeat of Mons. Bompard, by Sir John B. Warren, Oct. 12th, 1798. On the following day he assisted at the capture of la Résolue, French 36, and was thus spoken of by his commander :—"As a very heavy gale of wind came on immediately after our boarding la Résolue, the second lieutenant, Mr. John Price, with twenty-one men, were all that could be thrown on board of her, with the loss of our two cutters. That officer deserves very great credit for his active exertion in clearing her of the wreck of her masts and rigging, and in keeping company in so violent a storm."

In July, 1804, Lieutenant Price commanded the Archer gun-brig, and was highly commended by Captain (now Sir Edward) Owen, for his "decisive promptness" in attacking the Boulogne flotilla, many vessels of which were driven on shore and destroyed in the presence of Napoleon Buonaparte *.

In 1807, we find him commanding the Gladiator receiving-

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* See Vol. II. Part I. p. 127 *et seq.*

ship, bearing the flag of Sir Isaac Coffin, at Portsmouth; in 1810, he was appointed flag-lieutenant to Sir Roger Curtis, the commander-in-chief at that port; and in June, 1811, to the acting command of the Zephyr sloop: he obtained the rank of commander on the 28th April, 1812; and died in Jan. 1828.

ARTHUR M'MEEKAN, Esq.

We first find this officer commanding a few borrowed and miserably equipped gun-boats, employed in the defence of Cadiz, previous to the establishment, by Sir Richard G. Keats, of the "fire-eating" flotilla, alluded to in p. 131 of Vol. III. Part I. On one occasion, the force under his directions sustained very considerable loss, in an attempt to regain possession of some prison-ships, which, their cables having been cut by the Frenchmen confined in them, had drifted on shore, close under the besiegers' batteries. He was afterwards appointed first lieutenant of the Maidstone frigate, Captain George Burdett; and, on the 4th April, 1812, with the boats of that ship, he captured, off Cape de Gatt, the French privateer Martinet, of two guns and fifty-one men. He obtained his present rank on the 7th of the following month; and subsequently commanded the Griper sloop, for a period of nearly two years.

DANIEL ROBERTS, Esq.

Was made lieutenant into the Phœnix frigate, Captain Zachary Mudge, July 12th, 1809; promoted to the rank of commander, May 16th, 1812; appointed to the Meteor bomb, June 23d, 1815; and to the Hydra troop-ship, Sept. 15th, following.

JOSEPH MARRETT, Esq.

Obtained a lieutenant's commission in 1799, and his present rank on the 26th May, 1812. His eldest daughter is the wife of Lieutenant Wakeham Edwards, R. N.

JOHN WEEKS, Esq.

Was born at Worcester, in 1774; and served as midshipman on board the Robust, third rate, Captain Rowland Cotton, during the Spanish and Russian armaments in 1790 and 1791. He next joined the Hon. E. I. Company's service; but left it and re-entered the royal navy, in the Bellona 74, Captain George Wilson, soon after the declaration of war between Great Britain and the French republic, in 1793. His first commission bears date Dec. 14th, 1798. We subsequently find him in the Nereide frigate and Theseus 74.

Towards the close of 1809, Lieutenant Weeks was appointed to the Growler gun-brig, in which vessel he assisted at the destruction of two French frigates and a brig of 18 guns, near l'Orient, May 22d, 1812 *. For his good conduct on that occasion he was promoted to the rank of commander, May 29th, 1812. His subsequent appointments were, in Mar. 1816, to the Ordinary at Sheerness, where he continued for a period of three years; and, June 20th, 1822, to the Harlequin sloop, on the Cork station, which vessel he commanded until Nov. 1824. Whilst thus employed, he presented to the Admiralty a substitute for a lower-deck port: it consists of three pieces of plank cut to the breadth of the ports, fitting one above the other, with a deep rabbet; it has small rings in it with laniards, and is fitted in the worst weather with ease and expedition. He also presented to the Society of Arts a new night telegraph; but, although it met with a favorable reception, the Admiralty declined using it in time of peace, as being unnecessary. Commander Weeks died in the year 1824.

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* See Vol. I. Part II. p. 618, *et seq.*

JOHN BANKS, Esq.

Was made a lieutenant on the 25th Feb. 1806; and served as first of the Northumberland 74, Captain (now Sir Henry) Hotham, at the destruction of two French frigates and a national brig, near l'Orient, May 22d, 1812*; for which service he was promoted to his present rank on the 29th of the same month. This officer married, Mar. 10th, 1815, Miss Elizabeth Banks, of Bath.

JOHN KEENAN, Esq.

Was a midshipman of the Queen 98, bearing the flag of Rear-Admiral (afterwards Lord) Gardner, at the great battle of June 1st, 1794; on which occasion that ship sustained a loss of 36 officers and men slain, and 67, including her captain (John Hutt) mortally wounded.

In Dec. 1795, Mr. Keenan was promoted to the rank of lieutenant;—in 1801, he commanded the Sheerness tender;—in 1807, we find him serving as first of the Hibernia 110, bearing the flag of Lord Gardner;—in 1811, he obtained the command of the Resolute gun-brig;—and on the 29th of April, 1812, he displayed great bravery in a desperate attack made by Captain (now Sir Thomas) Ussher on several French privateers lying under the batteries of Malaga†. For his good conduct on this occasion he was made a commander, June 1st following.

WILLIAM BUCHANNAN, Esq.

Obtained the rank of lieutenant in Dec. 1805; and served as such under Captain (afterwards Rear-Admiral) Donald Campbell, in the Audacious 74, on the Baltic and North Sea stations. He was next appointed first of the Dicta-

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* See Vol. I. Part II. p. 618, *et seq.*

† See Suppl. Part I, pp. 345—348.

tor 64, Captain James Pattison Stewart, who, when reporting the performance of a very dashing exploit on the coast of Norway, in the night of July 6th, 1812, described him as "a most gallant and excellent officer *. Eleven days after this affair, he was advanced to the rank of commander.

THOMAS EYRE, Esq.

Was made a lieutenant towards the close of 1800; promoted to his present rank, July 25th, 1812; and appointed to the Thisbe 28, employed as a receiving-ship in the river Thames, June 11th, 1814.

WILLIAM CASE, Esq.

Obtained the rank of lieutenant in 1797; and served as such under Captains Edward Stirling Dickson and John Richards, in la Victorieuse sloop, previous to the peace of Amiens.

"On the 3d of December, 1798, at 2 A. M.," says Mr. James, "the Victorieuse and 14-gun brig sloop Zephyr, having received on board, by order of Colonel Picton (commanding at Trinidad), a major and forty men of the York Rangers, landed them, along with a party of seamen, near the river Caribe, in the island of Margarita, in order to attack the forts in the rear, while the two brigs cannonaded them in front; but at daylight, the Spanish commandant sent to beg the British not to fire, as he would give them immediate possession. This he did; and the guns were brought off, and the troops re-embarked. The brigs then made sail for the port of Gurupano, in the same island, and at 4 P. M. arrived there. Observing a French privateer in the harbour, Captain Dickson sent in a flag of truce, to say that the British were determined to take her out, and warning the commandant of the fort not to fire at them. He replied, that he would protect the vessel, which was the Couleuvre, of six guns and eighty men, and that the British should give him up the guns they had taken at Rio-Caribe.

"No time was now to be lost; and having landed the troops, also thirty seamen commanded by Lieutenants Case and M'Rensey, Captain

* See Suppl. Part III, p. 35.

Dickson anchored with the Victorieuse and Zephyr, and opened a smart fire on both forts, one of which mounted four, the other two guns. In ten minutes the seventy troops and seamen carried the lower fort; and immediately the Spanish flag at the other was hauled down and replaced by a French one. At the end of five minutes more, the upper fort also surrendered. The number of men that garrisoned the two was estimated at 300; but they, as well as the crew of the privateer, effected their escape. The Couleuvre and the battery guns were carried off, and both forts destroyed. The casualties on the part of the British were two men killed and two wounded."

In Aug. 1802, we find Lieutenant Case serving under Captain Christopher Basset Jones, of the Beaver sloop, and exhibiting the following charges against him:—1st, for running the said vessel on shore through obstinacy;—2d, for tyranny and oppression;—3d, for having used language to his accuser, scandalous and unbecoming the character of an officer. The first charge was declared to be frivolous and vexatious; the second was partly, and the third fully, proved. Captain Jones was therefore adjudged to be dismissed H. M. service.

On the 25th of Sept. 1806, Lieutenant Case, then first of the Centaur 74, Captain Sir Samuel Hood, assisted at the capture of four large French frigates, full of troops, arms, ammunition, provisions, and stores, from Rochefort, bound to the West Indies. On this occasion, Sir Samuel Hood received a severe wound in his right arm, and was obliged to quit the deck, leaving the ship in charge of Lieutenant Case, whose "judicious conduct," during the whole affair, he highly approved and duly represented *. On the 27th of Aug. 1808, the same officer, then a rear-admiral, again recommended him, in an official letter addressed to Sir James Saumarez, reporting the destruction of the Sewolod, a Russian 74 †.

Lieutenant Case's next appointment was in 1811, to be first of the Minden 74, fitting out for the flag of Sir Samuel Hood, as commander-in-chief on the East India station. He obtained his present rank, and the command of the Samarang sloop, in August 1812. This officer married, Sept. 15th, 1829, Miss Hallett, of Chickcock, Devon.

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* See Vol. I. Part II. p. 570 *et seq.*

† See Vol. II. Part II. p. 649 *et seq.*

JOHN PRICKETT, Esq.

Was made a lieutenant in April, 1794; and served as third of the Blanche 32, Captain Robert Faulknor, at the capture of la Pique French frigate, between Guadaloupe and Dominica, Jan. 5th, 1795‡. From this period we find no mention of him until 1811, when he was appointed first of the Warrior 74, Captain George Byng (afterwards Viscount Torrington), fitting out at Chatham, for the North Sea station. He obtained the rank of commander on the 12th Aug. 1812; and died early in the year 1823.

WILLIAM SHIPPARD, Esq.

Was made a lieutenant in May, 1794; and commander, Aug. 12th, 1812.

EDWARD HALL, Esq.

Was made a lieutenant in June, 1797; and commander on the 12th of Aug. 1812.

RICHARD BURTON, Esq.

Obtained a lieutenant's commission in the autumn of 1797; commanded the Tickler cutter, on the Falmouth station, in 1809 and 1810; and was advanced to his present rank Aug. 12th, 1812.

JAMES AUGUSTUS SEYMOUR CRICHTON, Esq.

Was made a lieutenant in 1799; promoted to the rank of commander, Aug. 12th, 1812; and subsequently appointed as follows:—Aug. 10th, 1813, to the Æolus 32, armed *en flûte*:—Sept. 3d, 1814, to the Bustard;—and, Nov. 15th following, to the Ringdove, sloops.

‡ See Vol. II. Part I. p. 10 *et seq.*

JOHN SHEPHERD, Esq.

Was made a lieutenant on the 10th of May, 1799; and commander Aug. 12th, 1812.

CHARLES HOLE, Esq.

Was born at West Buckland, near Barnstaple (of which place his father, the Rev. William Hole, was surrogate), Feb. 27th, 1781 *.

This officer entered the royal navy, as midshipman on board the Atlas 98, Captain Edmund Dodd, June 6th, 1795; and was scarcely fifteen years of age when he had the temerity to walk from the main-top-sail-yard-arm to the rigging, without holding by any rope; an exploit rendered the more remarkable by the circumstance of the studding-sail-booms not being then aloft: he continued in the same ship, under the command of Captain Matthew Squire, until Oct. 1799; when we find him rated master's-mate of the Stag frigate, Captain Joseph Yorke. On the 29th of Aug. 1800, he commanded a boat at the capture of la Guêpe, French ship privateer, of 18 guns and 161 men. The enemy's loss on this occasion consisted of no less than sixty-five men killed and wounded; that of the British, four killed, one drowned, and twenty wounded†.

On the 6th of the ensuing month, the Stag, then under the command of Captain Robert Winthrop, was wrecked in Vigo bay; after which disaster, Mr. Hole appears to have served as master's-mate of the Renown 74, flag-ship of Sir John Borlase Warren, on the coast of Spain, and in the Mediterranean; where he was removed to le Généreux 74, Captain Manley Dixon, in July, 1801; appointed acting master of the Delight sloop, Captain Richard William Cribb, in Sept. following; and from that vessel discharged into the Foudroyant 80, bearing the flag of Admiral Lord Keith, with whom he returned to England during the peace of Amiens.

* Suppl. Part III. p. 182. † See Vol. II. Part II. p. 878

In June, 1803, he joined the Tonnant 80, Captain Sir Edward Pellew (now Viscount Exmouth); and in May, 1804, the Culloden 74, bearing the flag of the same officer, as commander-in-chief on the East India station, where he was successively appointed acting lieutenant of the Howe frigate and Harrier sloop, both commanded by Captain Edward Ratsey, in the early part of 1805. The following is Mr. James's account of the action alluded to in Suppl. Part I. p. 175 :—

"On the 2d Aug. 1805, at 1-30 P. M., as the British 38-gun frigate Phäeton, Captain John Wood, and 18-gun brig-sloop Harrier, Captain Edward Ratsey, were entering the straits of St. Bernadino, Philippine Islands, a strange frigate (la Sémillante) was dicovered lying at anchor in the road of St. Jacinta. * * * * * *

"Immediately on discovering the British vessels, the Sémillante began warping in-shore, between a battery on the south point of St. Jacinta and a reef of rocks; in which operation she was assisted by several boats, and subsequently by her sails, which she loosed in order to take advantage of a light air that sprang up from the north-east. At 2-40 P. M., hoisting French colours and a broad pendant, the Sémillante commenced firing her stern-chasers at the Harrier; from whom the Phäeton was then distant about three miles in the north-west. The battery began firing also; and in two minutes afterwards the Harrier, being off the north point of the bay, opened her starboard broadside. Finding the water to shoal from ten to seven, and then to five and four fathoms, the brig hove to; but still continued a smart fire. At a few minutes past 3 P. M., the Phäeton got up and joined in the cannonade; and a round tower now added its fire to that of the battery at the point. The British frigate and sloop, although, from the difficulty of the navigation and the lightness of the breeze, unable to close as they wished, continued to engage. At 4 P. M., the latter wore and fought her larboard guns. At 4-30 she caught fire in her waist hammock-cloths, supposed to have been caused by red-hot shot from the battery: the flames, however, were soon extinguished. The weather now became nearly calm, and the brig, in consequence, began drifting towards the reef. At 5 P. M., finding that the Phäeton could not get alongside of the enemy without warping, and that his boats would, in such a case, run the risk of being cut to pieces, Captain Wood ceased firing, hauled off, and signalled Captain Ratsey to do the same. The Harrier, by means of her boats, towed her head round: and, in a minute or two afterwards, the action ended.

"The Phäeton had her sails, rigging, and some of her masts damaged by the enemy's fire; three of her boats were injured, and she received nine shot in her hull; but, fortunately, had only two men wounded. The Harrier having from her nearness to the shore, at its commencement, bore

the brunt of the action, suffered rather more than her consort. Her rigging and sails were much cut, and all her boats more or less damaged: her masts were also injured, particularly her main-mast, which she was obliged to fish to prevent it from falling. The fire from the Sémillante and batteries had been aimed chiefly at the rigging of the two British vessels; and that it was which occasioned the Harrier's loss to be no greater than the Phäeton's,—two men wounded. The British stood off for the night, and at daylight on the 3d, having a fine breeze off shore, tacked and stood in to reconnoitre. They found that the Sémillante had warped close to the beach; and that, for her further protection, a six-gun battery had been erected on the north point. They waited off the port until the morning of the 4th; when, finding the French frigate still in the same place, they made sail, and ran through the straits of St. Bernadino. What loss the Sémillante sustained in this engagement, is not recorded in any French account; but it was afterwards understood at Calcutta, that she had 13 men killed and 36 wounded. With respect to the damage done to her hull and masts, all we know is, that she suffered so much as to prevent her from proceeding to Mexico, for a cargo of specie. '*La Sémillante avait éte très-maltraitée dans ce combat; elle fut forcée de renoncer au voyage du Mexique* *,' is an admission that places that fact beyond a doubt."

On the 4th July, 1806, the Harrier assisted at the destruction of the Dutch East India Company's armed brig Elizabeth, under the fort of Manado, in the Java seas. On the 6th, at the capture of another enemy's cruiser, named the Belgica; and, on the 26th of the same month, at that of the Batavian republican frigate Pallas, a large two-decked Indiaman, and an armed ship of 500 tons. Mr. Hole's "very exemplary conduct" during the action which terminated in the surrender of the Pallas and two of her consorts, was highly spoken of by his commander, the present Sir E. Thomas Troubridge †.

From Jan. 1807 until Aug. 1812, Mr. Hole served as Sir Edward Pellew's first lieutenant, in the Culloden 74, Christian VII. 80, and Caledonia 120; on the East India, North Sea, and Mediterranean stations. Whilst in the former ship, he appears to have had two narrow escapes. On the first occasion, he was standing across the main-tack when it gave

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* *Dictionnaire des Batailes*, &c. tome iv. p. 5.

† See Suppl. Part I. p. 281.

way, and his legs getting entangled, he was carried half-way up to the main-yard, from which height he fell, but providentially alighted upon the back of a sheep in the launch, from whence he was carried below with the blood running out of his shoes, receiving, as he crossed the quarter-deck, the following salute from the captain of marines, a very gallant and good officer, as well as a most worthy man :—"I don't care a d—n for your legs, you shall pay for the sheep you have killed!" Secondly, when unshipping the rudder, he incautiously stepped across the hawser, in order to give some necessary orders, and had scarcely done so when the lashing of the block through which it was passed gave way :—had he been but a single moment later, so violent was the force with which the block struck the beams, that he must inevitably have been crushed to pieces.

On the 29th Aug. 1812, Lieutenant Hole was promoted, by Sir Edward Pellew, to the command of the Badger sloop, in which vessel he captured l'Aventure, French privateer, of two guns and twenty-eight men, Oct. 30th, 1813. Previous to his joining her, he acted for about two months as captain of the Resistance frigate. His subsequent appointments were to the Guadaloupe and Pelorus, sloops, which latter he left, in consequence of ill-health, in Nov. 1814. We should here observe, that the Badger, owing to her having had communication with Malta, during the prevalence of the plague in that island, was never once admitted to pratique for the long space of 337 days.

Commander Hole is married, but has no issue. One of his brothers, Lewis, obtained post rank in Dec. 1813; another, Henry, is a captain in the royal marines: his nephew, William Hole, was made a lieutenant for gallant conduct during the late war with America, and is now in the coast-guard service. Two of his sisters are married to medical gentlemen.

ANDREW WILSON, Esq.

Obtained a lieutenant's commission in Feb. 1800; and commanded the boats of the Alceste and Topaze frigates, at

the capture of a three-gun battery, and two merchant vessels, lying under its protection, in the bay of Martino, island of Corsica, June 21st, 1810. On the 29th Nov. 1811, he was slightly wounded, whilst "most ably assisting" his captain, the late Sir Murray Maxwell, in a severe action with two French frigates of the largest class, from Corfu bound to Trieste *. His promotion to the rank of commander took place Sept. 17th, 1812. On the 4th Aug. 1815, he proposed to Viscount Melville "a more perfect research into the cause and effects which produce such unequal *tides* in various parts of the globe;" and we are informed, that his letter "was received by that nobleman with peculiar marks of approbation †."

THOMAS M'CULLOCH, Esq.

Obtained the rank of lieutenant in 1796, and that of commander on the 13th Oct. 1812. He married, in 1818, a Miss Elizabeth Montague Plenderheath; and died at Bath, in 1830, aged 56 years.

SMITH COBB, Esq.

Eldest son of Benjamin Cobb, Esq. a magistrate of the county of Kent.

This officer was born in 1786; and entered the royal navy in 1800, as midshipman on board the Ambuscade, a new 36-gun frigate, commanded by Captain the Hon. John (now Lord) Colville, under whose care he was placed by the late Sir Evan Nepean, then secretary to the Admiralty.

The Ambuscade ‡ returned home from the Jamaica station, and was paid off, in the beginning of 1802; but immediately re-commissioned by Captain David Atkins. Under

* See Vol. II. Part II. p. 804.

† See *Nav. Chron.* vol. xxxvii. pp. 489—495.

‡ Afterwards named the Seine.

that excellent man, whose melancholy fate in the Defence 74, was attended with circumstances that must have forcibly recalled to the minds of those brought up on his quarter-deck, the unflinching principles of their "gallant and self-devoted" commander, Mr. Cobb had the good fortune to complete the remainder of his first six years' servitude. In 1805, he assisted at the capture of the French and Spanish privateers Perseverante (schooner) and Concepcion (felucca), in the neighbourhood of Porto Rico. In 1806, he joined the Northumberland 74, bearing the flag of the Hon. Alexander I. Cochrane, commander-in-chief on the Leeward Islands station; where he received a lieutenant's commission, dated April 21st, 1807.

On his return to England, in the same year, Mr. Cobb was appointed to the Monarch 74, Captain (now Sir Richard) Lee; which ship formed part of the squadron detached from before Lisbon, by Sir W. Sidney Smith, to escort the Prince Regent of Portugal, his family, and court, to Brazil; in consequence of that illustrious personage, alarmed as he was by the measures of Napoleon Buonaparte, having resolved to abandon his European dominions, and to establish the House of Braganza at Rio Janeiro, "until a general peace."

The Monarch subsequently proceeded to the Rio de la Plata, where Captain Lee entered into a treaty with the Spanish authorities, for the suspension of hostilities, until the official accounts of the political changes in Europe could be received from the mother country. In 1809, she returned home, and was attached to the magnificent, but ill-conducted expedition, against Antwerp; on which occasion we find her bearing the flag of Rear-Admiral William Albany Otway.

On the arrival of the fleet off Walcheren, Lieutenant Cobb was ordered to attend Sir Eyre Coote in a reconnoissance, previous to the disembarkation of the army. He afterwards landed that general and his staff, &c., and then served on shore with the naval brigade, under Lord Amelius Beauclerk, until the bombardment of Flushing, during which a gun-boat under his command was considerably injured by the enemy's shot, and had four of her crew wounded. Whilst assisting

in the subsequent operations of the flotilla, he had an attack of the prevailing epidemic, and was consequently obliged to be invalided. On his recovery, he rejoined the Monarch, after an absence of eight months.

In Aug. 1810, Lieutenant Cobb was sent to join a flotilla, consisting of twelve gun-boats, then about to be equipped at Gibraltar, under the orders of Commodore Penrose. The especial object which H. M. Government appear to have had in view on this occasion, was the protection of the bay and its neighbourhood; the recent success of the French arms having excited a well-founded alarm, not only for the security of our ordinary commercial relations with the Mediterranean, but also that the supplies on which Cadiz mainly depended might be intercepted, and those also cut off which were then chiefly procured from the Barbary coast, for the service of our cavalry in the peninsula. So large a force, however, soon appeared less requisite at Gibraltar than the enterprising character of the enemy had led ministers to expect it would become; and therefore, almost immediately after its organization, the greater part of this flotilla was ordered to be incorporated with another, previously established in Cadiz bay. Here, and on various detached services at Frangerola, Estapona, Conil, Sancti-Petri, Tarifa, and Algeziras, Lieutenant Cobb commanded a gun-boat for two years, during which period he took his share of every privation and danger attending so harassing an employment; and was, on several occasions, very flatteringly noticed by the distinguished officers under whom he successively served. For his conduct at Algeziras, he moreover received the thanks of the Regency of Spain, who transmitted also a request to the British ambassador, that his services might receive the consideration of H. M. Government. An outline of the operations of the combined flotillas, during the hottest part of the siege of Cadiz, will be found in Vol. III. Part I. pp. 127—141. The expedition against Frangerola is noticed in Suppl. Part III. pp. 198—200. For an account of the gallant and successful defence of Tarifa, the reader is referred to Landmann's "Historical, Military, and Picturesque Observations on Portugal," &c. Vol. I. p. 545, *et seq.*

On the 15th Oct. 1812, Lieutenant Cobb was promoted to the command of the ten-gun brig Onyx, in which he served on the Lisbon and Jamaica stations, until again compelled to get invalided, in 1815. His opinion, grounded, as he expresses it, on an anxious and irksome experience of their insignificance, is decidedly opposed to the construction and equipment of such vessels as the Onyx, holding them unmeet for H. M. navy, whether in peace or war.

Commander Cobb married, in 1816, Sarah, eldest daughter of William Coates, Esq. and is now, we believe, a widower, with one son and three daughters. Lieutenant Charles Cobb, first of the Castilian sloop, who was mortally wounded in action with the Boulogne flotilla, Sept. 21st, 1811, and whose zeal for his country's honor, and self-possession under very acute sufferings, excited the strongest admiration among those who witnessed his early and painful death, was a brother of this officer; as is also the present Lieutenant Thomas Cobb, R. N. *

JOHN MEADE, Esq.

Was made a lieutenant on the 19th April, 1803, and commander, Nov. 4th, 1812.

DAVID LATIMER ST. CLAIR, Esq.

Knight of the Royal Swedish Order of the Sword.

This officer is the third son of the late Colonel William St. Clair, of H. M. 25th regiment (who served with zeal and fidelity for the long space of forty-six years), by Augusta, daughter of the late John Tinling, Esq., and sister of the following gentlemen: *viz.* Lieutenant-General Isaac Tinling, grenadier-guards; Lieutenant-General David Latimer Tinling-Widdrington; Rear-Admiral Charles Tinling; Major George Tinling, 11th foot; John Tinling, Esq. of Fareham, Hants; and William Tinling, Esq. of Moira Place, Southampton. His grandfather was also a general officer, and

* See Suppl. Part I. p. 75.

a descendant of Walderness Compte de Saint Clare, the head of an ancient French family, cousin-german of William the Conqueror (with whom he came over to England, in 1066), and the common ancestor of Baron Sinclair, the Earl of Rosslyn, and the Earl of Caithness.

Mr. David Latimer St. Clair was born at Chichester, co. Sussex, in May, 1786; and appears to have first embarked, as midshipman, on board the Royal Sovereign 110, bearing the flag of Sir Alan (afterwards Lord) Gardner, in May, 1798. Towards the close of the same year, we find him removed to the Scorpion sloop, commanded by his maternal uncle, Captain Charles Tinling, under whom he served in the expedition against the Helder, in 1799 *. He next joined la Nymphe 36, Captain Percy Fraser; and whilst in that frigate, was very badly wounded by the bursting of a gun, which rendered it necessary for him to become an inmate of Plymouth Hospital for a period of three months. On a subsequent occasion, he was thrown overboard by the breaking of her spanker-boom, on which he happened to be standing when it caught the main-stay of a smuggling vessel, in her endeavour to escape to leeward. On the 22d Nov. 1802, being then only in his seventeenth year, he received a lieutenant's commission, appointing him to the Caroline 36, Captain (now Vice-Admiral) B. W. Page; in which ship he assisted at the capture of several armed vessels, and many valuable merchantmen, on the East India station, where he lost the use of his left thumb, by a sabre cut, when in the act of boarding a privateer; and twice narrowly escaped drowning —first, by the upsetting of a boat, on which occasion his life was saved by a Newfoundland dog; secondly, by the swamping of another, in which he was returning, with Captain Peter Rainier, from a shooting excursion up the Vizagapatam river. In Feb. 1806, he was obliged to invalid at Bombay, in consequence of ill-health, occasioned by extreme fatigue when docking and refitting the Caroline, of which ship he was then the senior lieutenant. His necessary expenses be-

* See Vol. I. Part I. p. 414 *et seq.*

tween this period and the time of his arrival in England, including passage-money, amounted to 250 guineas; but, although he produced the necessary documents, together with a certificate from the commander-in-chief in India, his applications for reimbursement all proved unavailing, and even his half-pay, for nearly fourteen months that elapsed before he reached home, was withheld upwards of ten years, and then only paid through the interference of a friend in office. After a continued illness of more than three years, his health began to improve; and, about May, 1810, he joined the flag-ship of Sir James (now Lord De) Saumarez, whose high opinion of him will be seen by the following testimonial:

"*Admiralty House, Devonport, 10th June,* 1826.

"Dear Sir,—I have great satisfaction in the opportunity you have afforded me of giving my testimony to your character and conduct during the two years you served as lieutenant of H. M. S. Victory, under my flag, upon the Baltic station, which was most strictly that of an officer and a gentleman; and, upon one occasion particularly, met my highest approbation—when you were detached with the boats of the Victory to attack two Danish privateers, between Anholt and Wingo Sound, and by capturing them prevented their further annoyance of our trade.

"I shall be happy if this testimony can strengthen your claims for that promotion which I consider you so justly entitled to; and I remain, dear Sir, your's very sincerely, (Signed) "JAMES SAUMAREZ."

"*To Commander D. L. St. Clair.*"

The privateers alluded to above were taken by boarding, at a distance of sixty miles from the Victory's anchorage; six of their men were slain in the conflict, and several others wounded: the British boats had only one man killed, and another shot through both arms. For this service, Lieutenant St. Clair had the honor of receiving his admiral's thanks on the very spot where Nelson last fought, and fell. His promotion to the rank of commander took place Nov. 20th, 1812; on which occasion he was appointed to the Sheldrake sloop of war. He soon afterwards captured l'Aimable d'Hervilly, French privateer, in the vicinity of Möen island; and subsequently ran through the Malmo passage, without pilots; as did also, at the same time, the Aquilon frigate, Captain Thomas Bowles.

From the Sheldrake, Commander St. Clair exchanged into the Reynard sloop, likewise on the Baltic station, where he captured another French privateer, commanded by an officer of Napoleon's navy; and assisted at the destruction of seven large English ships, laden with hemp, that had run on shore in a thick fog, near Stralsund*. In 1813, he accompanied the Orion 74, Captain Sir Archibald Dickson, and fifteen Russian line-of-battle ships, from the neighbourhood of Bornholm, through the Great Belt, to England. During the first part of this voyage, the Courageux 74, Captain Philip Wilkinson (now Vice-Admiral Stephens), kept company with the fleet; but on Sir Archibald anchoring in Samsoe bay, she made sail for Wingo Sound, taking the Reynard with her by signal:—in the course of a very few hours, she met with a disaster which had nearly proved fatal to all on board.

At 8-30 P. M., Commander St. Clair observed that the Courageux was steering direct for the N. W. part of Anholt reef, and accordingly made the necessary signal to apprise Captain Wilkinson that he was running into danger. Of this no notice was taken, although the Reynard fired several guns, and was then not far from her consort's quarter. The destruction of the Courageux consequently seemed inevitable, as she was going large, at the rate of ten knots an hour. In order to avoid sharing the same fate, Commander St. Clair hauled to the wind, in thirteen fathoms water, keeping a light hoisted, and firing a gun every ten minutes. His anxiety at this period may readily be conceived, as well as his feelings on hearing the report of gun after gun in the exact direction that the 74 was steering. No sooner was the first report heard, than he bore up, and placed his sloop in the best position for affording succour to the crew of the Courageux, in the event of her going to pieces. At daylight the next morning, however, he had the gratification to see her anchored in deep water, but without masts, rudder, or guns. On comparing Captain Wilkinson's account of the

* See Suppl. Part I. p. 260.

course steered with his own, it appeared that their compasses differed two points and a half; occasioned, as was soon discovered, by the marines' bright muskets being kept upon the main-deck of the Courageux, immediately under the binnacles.

In Dec. 1813, Commander St. Clair was directed by the Admiralty to carry on the port duties at Harwich, and at the same time a squadron of gun-brigs and cutters, with twenty sail of transports, were placed under his orders. Whilst thus employed, he superintended the embarkation of H.R.H. the Count d'Artois (now the *ci-devant* King of France), H.S.H. the hereditary Prince of Orange, the late Marquis of Londonderry (then Viscount Castlereagh), the present Viscount Goderich, and General Pozzo di Borgo: the two former personages being on their way to Holland, in consequence of the revolution in that country; and the others proceeding to the head-quarters of the allied sovereigns, at Chatillon. Some years afterwards, when at Paris, he received the following note, and much kind attention, from one of the Count's gentlemen in waiting:

"Le Duc de Maillé a l'honneur de faire ses compliments à Monsieur le Capitaine St. Clair, et de l'informer que *Monsieur* ne revenant pas d'ici à quelques jours, Son altesse royale le verra avec plaisir à la première reception des ambassadeurs, qui aura lieu Mardi prochain.

"Aux Tuileries, ce 1er Aôut, 1820."

Early in 1814, Commander St. Clair sailed for the north coast of Spain, where he was actively employed under the orders of Rear-Admiral Penrose; with whom he also served during the whole of the important operations in the Gironde river, subsequent to the occupation of Bourdeaux*. His gallant and zealous conduct at this period obtained him the highest commendation.

The Reynard was afterwards attached to the fleet assembled at Spithead, for the purpose of being reviewed by the Prince Regent and his illustrious visitors, the sovereigns of Russia and Prussia, in whose company, and that of many

* See Suppl. Part II. p. 287, *et seq.*

celebrated statesmen and warriors, her commander had the honor of dining. She next proceeded on a cruise off Cadiz, where she captured a large American merchant brig, and chased, but could not overtake, a corvette belonging to the United States.

From thence, Commander St. Clair went up the Mediterranean, under the orders of Lord Exmouth, who sent him with despatches to Tunis, where he had the gratification of rescuing a poor Neapolitan slave. This man, it appears, jumped from a wharf into the Reynard's boat, as she was passing the golletta, on her return from the town; and, twisting the British colours round his arm, called out, in Italian, "I am free!" The Turkish governor, who was sitting in his verandah, smoking a pipe, saw the slave's proceedings, and immediately ordered the boom to be drawn across the canal, thereby preventing the egress of the boat: his orders, however, were countermanded the moment that Commander St. Clair approached him, demanding a free passage; and thus was an unfortunate being restored to freedom, after a captivity of seventeen years.

During part of the time that Napoleon Buonaparte resided in Elba, Commander St. Clair was stationed off that island, but had no authority to interfere with any person passing to and fro. In consequence thereof many soldiers of the old French guard were enabled to join their late emperor, which might otherwise have been prevented. At a subsequent period, the Reynard, whilst proceeding from Palermo to Naples, fell in with six vessels, having on board Joachim Murat and those of his adherents who accompanied him in his fatal expedition to Calabria.

We next find Commander St. Clair employed in the Archipelago, where he captured two Greek pirates, and rendered essential assistance to the captain, officers, and crew of H.M. late frigate Phœnix, wrecked in Chismé harbour, on the coast of Natolia, Feb. 20th, 1816*. After this, he proceeded to Malta, and was about to assume the command of

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* See Suppl. Part II. p. 76.

the Trident 64, guard-ship in Valette harbour, when a mortifying communication from Lord Exmouth's secretary, of which we here give the copy, reached him:

"*H.M.S. Boyne, Leghorn, Jan. 22d,* 1816.

"My dear St. Clair,—I am extremely sorry to inform you, that Lord Exmouth finds himself mistaken in the supposition that Reid, of the Calypso, had been promoted at home. As he is the first on the Admiralty list for post promotion, his lordship has been obliged to cancel your appointment to the Trident. I regret this extremely, and so does his lordship, who I assure you, on all occasions, expresses the greatest friendship for you, and had mentioned to Lord Melville his intention to put you in the vacancy, from motives of personal friendship, as you are not on the Viscount's list. I am now up to my chin in despatches, to and from all the world, therefore God bless you: believe me your sincerely attached friend, (Signed) "J. GRIMES."

On the 2d Feb. 1816, Rear-Admiral Penrose addressed the disappointed commander of the Reynard as follows:

"My dear St. Clair,—Having heard a report that all the commanders on the station, except yourself and Cutfield, were made post, I had great hopes that the favorable intentions of our chief towards you would have been realised; but I am disappointed. It was fully Lord Exmouth's intention to have made you post, till he discovered the mistake. * * * Yours faithfully, (Signed) "C. V. PENROSE."

In the course of the same year, Commander St. Clair visited Athens, where he found the late Queen Caroline residing on board a polacre. Being then on his return to Malta, he, of course, felt it his duty to wait upon the Princess, in order to receive her commands; but the ridiculous story, afterwards circulated in London, of his having accompanied her to a Turkish dance, was no less absurd than false.

In 1817, the Reynard was ordered home, and put out of commission; since which, although anxious to serve, Commander St. Clair has never been employed. On the 14th May, 1818, he received a letter from H. R. H. the late Duke of Kent, couched in the following friendly terms:—

"My dear St. Clair,—I have received this morning your letter of the 13th, and though hurried out of my life, by preparations for my departure for the continent, which will probably take place to-morrow, I cannot think of setting out without apprising you that I have written to Mr. Arbuthnot, Secretary to the Treasury, in your behalf, which is all I could do, for

I have not much weight in that, nor indeed in any other public, department; however, we will hope it may be of use.

"I assure you, it was a real mortification for me, to find that I missed your good father and yourself, when you did me the favor of calling at Kensington Palace; it was impossible for me, overwhelmed as I have been with business, from my arrival until now, to receive any of my friends, without their making an appointment beforehand; but I trust you both know me too well to doubt the sincerity of my regard. To your mother and sisters I desire my affectionate remembrance, and I remain ever, with friendship and esteem, my dear St. Clair, yours faithfully,

(Signed) "EDWARD."

It is proper here to observe, that Commander St. Clair's father served at Gibraltar when the Duke of Kent was attached to that garrison, as colonel of the Royal Scots; and that he was always considered by the Prince "as one of his best friends." The commander married, in 1819, his cousin, Elizabeth Isabella, daughter of John Farhill, of Chichester, Esq. and grand-daughter of Sir Thomas Wilson, Knt. His brothers, three in number, made choice of the military profession:—the eldest, James Paterson St. Clair, was a lieutenant-colonel in the royal artillery;—the next in succession, William, a captain in the 25th foot, after distinguishing himself on several occasions abroad, was killed at the storming of the heights of Sourrier, in Martinique, Feb. 2d, 1809, on which occasion he commanded a regiment composed of the flank companies of the army;—the youngest, Thomas Staunton St. Clair, lieutenant-colonel of the 94th foot, was honoured with four medals for his services during the peninsular war. The Hon. Matthew Sinclair, who perished when commanding the Martin sloop of war, in 1800, was a cousin to those gentlemen.

JOHN BERNHARD SMITH, Esq.

WE first find this officer serving as midshipman of the Hercule 74, bearing the flag of Rear-Admiral J. R. Dacres, on the Jamaica station; where, April 8th, 1805, being then in command of that ship's tender, the Gracieuse, mounting twelve guns, he captured a large Spanish schooner, full of passen-

gers, from San Domingo bound to Porto Rico; and, two days subsequently, drove on shore and destroyed, after a smart action, in which a brother-midshipman and two of his crew were wounded, a French national vessel of five guns, four swivels, and 96 men. He was made a lieutenant on the 8th Sept. 1808; and promoted to his present rank, Dec. 1st, 1812.

ABRAHAM MILLS HAWKINS, Esq.

Second son of Richard Hawkins, of Kingsbridge, co. Devon, Esq. among whose ancestors may be particularly noticed those distinguished sea-officers, Sir John Hawkins, who was knighted for the conspicuous part he bore, as rear-admiral, at the memorable defeat of the Spanish Armada; and Sir Richard Hawkins, his son, also much spoken of in our early naval annals. The augmentations to the family arms, granted by Queen Elizabeth, in consideration of Sir John's services, are borne by the subject of the following sketch, whose mother, Mary Creed, was likewise of an old and highly respectable family long settled in the above county.

Mr. Abraham Mills Hawkins was born at Kingsbridge; and entered the navy in 1798, as midshipman on board the Barfleur, second-rate, Captain James Richard Dacres. On the promotion of that officer, in Feb. 1799, he was removed to the Prince 98, bearing the flag of Sir Roger Curtis, off Cadiz: and on the latter being appointed to the chief command at the Cape of Good Hope, he accompanied him thither in the Lancaster 64. After serving for nearly four years on that station, he proceeded to the East Indies, and there continued about the same length of time, as petty-officer and acting-lieutenant in various ships, one of which, the Sheerness 44, Captain Lord George Stuart, was wrecked near Trincomalee, in the beginning of 1805 *. His first commission bears date June 11th, 1807; at which period he was appoint-

* See Vol. II. Part II. p. 869.

ed to l'Aimable 32, then on the North Sea station, but afterwards employed in escorting the army under Sir Arthur Wellesley from Cork to Portugal. On the 3d Feb. 1809, he assisted at the capture of l'Iris, French frigate, armed *en flûte*, victualled and stored for four months, and having on board a considerable quantity of flour for the relief of Martinique *. On the 29th July following, his captain, Lord George Stuart, then commanding a light squadron at the mouth of the river Elbe, reported the expulsion of the enemy from the town of Gessendorf, the demolition of a four-gun battery, together with a magazine, guard-houses, &c. and the re-capture of six waggons of confiscated merchandize :—"A want of zeal and activity," says his lordship, "was discernible no where; to every officer and man I must award the meed of praise so justly their due; but of Lieutenant Burgess, of the Pincher, and Lieutenant Hawkins, second of l'Aimable, I am more competent to speak in favor, for their indefatigable exertions in forwarding my orders to the different detachments †.

About Sept. 1810, Mr. Hawkins followed Lord George Stuart into the Horatio 38, of which frigate he served as first lieutenant until promoted to the rank of commander, for an exploit thus officially detailed:

"*H. M. S. Horatio, Tromptsen Sound, 3d Aug.* 1812.

"Sir,—I have the honor to make known to you, that when in execution of your orders, running down the coast of Norway on the 1st instant, in lat. 70° 40′ N., a small sail was seen from the mast-head, close in with the land, which we discovered to be an armed cutter before she disappeared among the rocks. Being anxious to destroy the enemy's cruisers, who have so considerably intercepted our trade in this quarter, I despatched the barge and three cutters, under the command of my first lieutenant, Abraham M. Hawkins, who gained information on shore that the cutter had gone to a village on an arm of the sea, thirty-five miles inland, where he immediately proceeded, and, at 8 A. M. on the 2d, she was discovered at anchor, together with a schooner and a large ship, which, on the appearance of the boats, presented their broadsides with springs on their cables.

"As a strong tide set the boats towards them, Lieutenant Hawkins de-

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* See Vol. II. Part II. p. 869.

† See *id.* p. 870, and Suppl. Part III. p. 284, *et seq.*

termined to attack, notwithstanding their advantageous position; at nine the fire commenced on the boats (one of which was despatched under the directions of Mr. James Crisp, master's-mate, to disperse some small-armed men collected on shore—this he effected, and returned to the attack before the enemy struck); and after a most sanguinary combat, they were carried, in that true and gallant style which far surpasses any comment of mine on its merits, or of the characters of the brave fellows employed. They proved to be his Danish Majesty's schooner, No. 114, of six six-pounders and thirty men, and cutter No. 97, of four six-pounders and twenty-two men, commanded by Lieutenant Buderoff, a first lieutenant in the Danish navy, and commodore of a division of small vessels employed on this coast, in person on board the schooner; and an American ship of about four hundred tons, their prize.

"I lament to say, that the loss on both sides is severe, and nearly similar. Though I have before had occasion to represent the meritorious conduct of Lieutenant Hawkins, I cannot in this instance sufficiently express my sentiments of his gallantry, as well as that of Lieutenant Thomas J. P. Masters, second of the Horatio. Lieutenant Hawkins, who received a severe wound in the right hand when the boats were advancing, and another in the left arm in the act of boarding, represents the spirited and able support he received from Lieutenant Masters, who was also severely wounded in the right arm; and I must also bear testimony to the merits of this officer. The service has lost a valuable officer in First Lieutenant George Syder (royal marines), killed in the act of boarding; and that of a most amiable young man, Mr. James Larans, assistant-surgeon, who soon after died of his wounds. I must also represent the high terms in which Lieutenant Hawkins speaks of Mr. James Crisp, master's-mate, Mr. William Hughes, boatswain, and Mr. Thomas Fowler, midshipman; the two latter are also severely wounded.

"The services of Lieutenants Hawkins and Masters, with the petty-officers, and the several instances of spirited behaviour of the seamen and marines, well deserve the encomiums already passed. The unwearied, skilful, and humane attention of Mr. Thomas Bishop, surgeon, to the wounded, demand my warmest acknowledgments. Our loss is to be attributed to the desperate resistance made by the Danish commodore, (who is severely wounded, as well as the commander of the cutter) and the excellent position his vessels were placed in. I have the honor to be, &c.

(Signed) "G. STUART."

"*To Admiral William Young, &c. &c.*"

The persevering gallantry displayed on this occasion was in the highest degree honourable to Lieutenant Hawkins and his party; but the more their gallant spirit excited the admiration of Admiral Young the more he lamented that so many

brave officers and men should have been lost to their country. In addition to those above mentioned, eight were slain, one mortally, seven severely, and three slightly, wounded. The Danes had ten killed, and thirteen (including officers) wounded.

The subject of this memoir was promoted to his present rank on the 12th Dec. 1812; granted a pension for his wounds in Sept. 1813; appointed to the command of the Conflict sloop, on the Channel station, Mar. 18th, 1814; and paid off at Sheerness, in the summer of 1815. He married, in 1819, Mary, only daughter of Christopher Savery, of South Efford, co. Devon, Esq.; and is now settled at Battville, in the neighbourhood of his native place. Mrs. Hawkins, by whom he has had issue two sons, is also a descendant of an ancient and very respectable Devonshire family.

W. CUNNINGHAM C. DALYELL, Esq.

Fifth and youngest son of the late Sir Robert Dalyell, bart., of Binns, near Edinburgh, sixteenth in lineal descent from Walter, Earl of Menteth*, by Elizabeth, daughter of Nichol Graham, of Gartmore, Esq., and grand-daughter of William, Earl of Glencairn.

This officer's ancestors frequently distinguished themselves in the service of their country:—the name of the family is said to owe its origin to an incident occurring at a very remote period. A kinsman and favorite of Kenneth, King of Scotland, who reigned about the year 841, having been taken prisoner by his enemies, and hanged in sight of the Scottish camp, a great reward was offered to whomsoever should cut the body down; but none would undertake the perilous enterprise, until a gentleman of acknowledged valour, in the retinue of the king, stepped forward, exclaiming, "*Dalyell,*" which, in the language of the times, signified "*I dare.*" He accordingly left the camp, and succeeded in restoring to the monarch the body of his friend. His courage did not pass unrewarded, for the name of "Dalyell" was bestowed by the king, together with other gifts, on him and his posterity: and he assigned for his coat armorial the body of a hanged man, and the motto "*I dare,*" which are actually borne by all

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* See Burke's Peerage and Baronetage, 3d edit. p. 196.

persons of the surname at this day; and by none more deservedly than Commander Dalyell.

The above anecdote is detailed in "Nisbett's System of Heraldry," Vol. I. and "Crawford's Peerage of Scotland," p. 67. We read also, in a work called "Scoti-chronicon," of Sir William Dalyell, a Scottish champion, who was celebrated at the battle of Otterburn (in 1388), where he lost an eye; and the chroniclers of the time exultingly dwell on his prowess. Descending to more modern times, we find the name of General Thomas Dalyell (an immediate ancestor of the commander), who distinguished himself by his attachment to the royal family during the civil wars. In the reign of Charles I. he commanded the town and garrison of Carrickfergus, where he was taken prisoner. He was again made captive, when major-general, at the battle of Worcester (A.D. 1651), and committed to close confinement in the Tower: his estates were forfeited, and himself excepted from Cromwell's general act of indemnity. However, he made his escape, and, at the head of a small party, raised the royal standard in the north of Scotland. When it proved impossible, for the time being, to retrieve the fortunes of Charles II. this warrior repaired to the continent, bearing strong recommendations from that prince to foreign powers, for courage and fidelity; and having entered into the service of the Czar Alexis Michaelowitch, he was soon promoted to the rank of general in the Russian army. There he was employed in the wars with the Turks and Tartars: but the restoration of the family of Stuart, having in the mean time taken place, he requested permission to return to his native country. The Czar, thereupon, directed a testimony of his services, written in Russian, to pass under the great seal of the empire; and it is still preserved by his descendants. After enumerating the titles of the Czar, it proceeds thus:

"He (General Dalyell) formerly came hither to serve our great Czarian Majesty. Whilst he was with us, he stood against our enemies and fought valiantly. The military men that were placed under his command, he regulated and disciplined, and himself led them to battle; and he did and performed every thing faithfully as becoming a noble commander. For his trusty services, we were pleased to order him to be made a general. And now, having petitioned us to give him leave to return to his own country, we are pleased to command, that the said noble general, who is worthy of all honor, Thomas, the son of Thomas Dalyell, shall have leave to go into his own country. And, by this patent, we do certify of him, that he is a man of virtue and honor, and of great experience in military affairs; and in case he should be willing again to serve our Czarian majesty, he is to let us know of it beforehand, and he shall come into the dominions of our Czarian majesty with our safe passports, &c. &c. Given at our court in the metropolitan city of Moscow, in the year, from the creation of the world, 7173, January 6th."

On his return to Scotland, this renowned general was immediately ap-

pointed commander-in-chief of the forces, and a privy councillor: for several successive parliaments he represented his native county, Linlithgow. In 1666, he raised a regiment of foot; and, some years afterwards, also a fine cavalry corps, the "Scots Greys." The letters of service for both are still in possession of his descendants.

General Dalyell had a son, likewise in the army, who was created a baronet of Nova Scotia, by a patent, wherein his alacrity in promoting the military service is particularly specified. Another branch of the family, Colonel John Dalyell, was killed at the battle of Malplaquet, Sept. 11th, 1709.

Commander Dalyell's grandfather served in the wars of George I. and II. His paternal uncle, James, was aid-de-camp to Lord Amherst, and killed in North America, in 1763*. Two others were mortally wounded in the naval and military services; one on board the Valiant 74, and the other in India.

Mr. William Cunningham C. Dalyell was born on the 27th of April, 1784; and, after receiving the first rudiments of his education at Binns, was placed under the tuition of the late Dr. Burney, of Gosport. From that gentleman's celebrated nautical school, he first embarked as midshipman, on board the Thetis frigate, Captain the Hon. Alexander Inglis Cochrane, attached to the Halifax station. He afterwards served under Captain (now Sir David) Milne, in the Pique and Seine frigates; and was master's-mate of the latter ship, acting also as aid-de-camp to his gallant commander, at the capture of la Vengeance, mounting 52 guns, with a complement of 326 officers and men, near St. Domingo, Aug. 21st, 1800†.

In December following, Mr. Dalyell was sent, as prize-master, with nine men, on board a Spanish schooner. His orders were to proceed to Jamaica; but, unfortunately, the vessel sprang a leak, in a gale of wind, and filled so rapidly that there was barely time to escape from her, in a small boat, without either clothes, provisions, or water, ere she sunk. After a fatiguing row of eighteen hours, he succeeded in reaching the western coast of Cuba, and landed with his crew on a low sandy beach, to the southward of the Colo-

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* See "*Mante's History of the War in North America.*"

† See Vol. I. Part II. p. 681.

rados; where he passed a most gloomy night under the shelter of some trees near the sea; having previously made a fruitless excursion of several miles in search of food and fresh water. On the second day after quitting the schooner, the boat was again launched, and the distressed party rowed, faint and weary, to the northward and westward, in hope of finding some creek or other, that might lead to the haunts of men. About noon, they descried several fishing-vessels, on board of which they were received, and conveyed to the coast near Cape Antonio. Here the humane islanders plentifully supplied them with the best provisions their huts afforded, until the arrival of a party of soldiers from the interior, by whom they were marched off, as prisoners of war, to the Havannah, at which place, also, Mr. Dalyell met with very kind treatment. Understanding that he was utterly destitute of money, the governor of Moro Castle invited him to dinner, placed a purse of gold before him, desired him to take as much as he had occasion for, and continued to shew him the kindest attentions during the whole time of his confinement in that fortress—a period of about two months. He was at length exchanged and sent to New Providence, from whence he proceeded in the Echo sloop, Captain John Serrell, to rejoin his proper ship, off Jamaica. The Seine returned home, and was paid off at Chatham, in the spring of 1802.

We next find Mr. Dalyell serving under Commodore (now Admiral) Sir W. Sidney Smith, in the Antelope 50, on the North Sea station. The following extracts are taken from a journal kept by an officer of that ship:

"*September 29th*, 1803.—A launch, barge, and six-oared cutter, were sent to reconnoitre the enemy's fleet in the Texel, the whole commanded by Lieutenant John Martin Hanchett;—the barge by Mr. Dalyell. The boats were within half a mile of the Dutch admiral at daylight. Two schooners and five rowing gun-vessels, each mounting two 24-pounders, and manned with fifty men, pursued them. Lieutenant Hanchett kept drawing slowly off the land, and when the gun-vessels had separated from the schooners about two miles, he attacked the former, sunk one, and, it is said, killed and wounded fifty-seven men. A breeze springing up, the schooners rapidly approached, and our boats were obliged to retreat from

such superior force, fighting their way until within three miles of the ship. Mr. Dalyell displayed the most marked coolness and intrepidity during this action.

"*October* 24*th.*—Lieutenant Hanchett went in shore at night, with the pinnace and cutter; the latter commanded by Mr. Dalyell. They drove sixteen vessels on shore under Sandfort; and, after driving away the troops who came to protect them, burnt three, and did as much damage to the rest as possible: the tide having left them dry, one only could be brought away.

"*October* 28th.—Five of our boats drove sixty-five schuyts ashore under the Scheveling battery, set fire to many, and brought off two. On this occasion Mr. Dalyell again distinguished himself.

"*October* 30*th.*—About 4 P. M., Lieutenant Hanchett and Mr. Dalyell, in the Antelope's barge, set fire to and destroyed three schuyts, lying a-ground within a mile of five guard-vessels in the Vlie passage.

"*Nov.* 2*d.*—Mr. Hanchett volunteered with twenty-five men, and took the island of Rottum. The French troops, with an exiled general destined for the Seychelle islands, would not wait for them to close: they were pursued across the island, and escaped from the opposite side on board of three schuyts. Messrs. Dalyell and Bourne were engaged in this expedition.

"*Nov.* 17*th.*—Lieutenant Hanchett, acting Lieutenant Dalyell, and Mr. Bourne, midshipman, sailed in the Experiment schuyt, from Yarmouth roads for the coast of Zealand. She had on board eleven men, and was armed with three 18-pounder carronades. A heavy gale of wind, from the N.W., came on that night, and the next afternoon she was in shoa water. Lieutenant Hanchett waited till the top of high-water, and then ran her ashore upon an extensive bank, out of gun-shot of the sand-hills on the S. W. end of Goree; for, being in hopes of getting her off when the weather moderated, he determined to defend her to the last. At low water, she was a full mile from the above island. The enemy was not slow in preparing to take possession of her. The second night, the dragoons reached the bank, but did not succeed in their attempt. On the third night, five of our men deserted, probably from the effects of fear; and the remainder of the party finding nothing could be done, set the schuyt on fire, leaving her colours flying, and put to sea in the boat—a very small one. She springing a leak, when about three miles from the shore, they then pulled in to board a vessel lying at anchor under Schouwen; but as there was a heavy battery which commanded her, they were obliged to surrender as prisoners of war. Messrs. Hanchett, Dalyell, and Bourne, being directly recognised by some seamen, formerly belonging to vessels which they had captured and destroyed, were conducted to Zierick-Zee, and put in close confinement as incendiaries. Buonaparte was then at Flushing, and having heard they belonged to Sir Sidney Smith, ordered them to be trictly guarded. On the seventeenth evening of their confine-

ment, however, being the one preceding the day on which they were to have been transported to Flushing, they effected their escape; and next day, arrived at the village of Oost Duiveland. At this place they hired a boat to take them to Williamstadt, but with the intention of seizing her, and standing out to sea. Want of provisions and water obliging them to abandon the latter part of this project, they then compelled the Dutchmen to put them ashore about seventeen miles from Rotterdam, towards which city they proceeded, along the top of the dikes, in a covered waggon. Their vehicle soon breaking down, they next sought refuge at an inn near the road side, and there joined company with a party of French soldiers, who readily believed their tale,—that they were Americans, and had suffered shipwreck. Whilst they were in this house, some chasseurs, of the same nation, passed by in pursuit of them. At dusk, they took a boat; and, about 9 P.M., landed at Rotterdam. They were now in the heart of an enemy's country, with but little cash, and knew not where to apply for shelter. After some difficulty, however, Mr. Hanchett procured safe lodgings for his young friends; and at length met by accident with a Scotch gentleman (Mr. L——, belonging to a highly respectable mercantile firm), by whom he was ultimately accompanied to Embden. As it was next to impossible that four persons could pass the fort of Schenkenskans together in security, Messrs. Dalyell and Bourne were left behind at Noordwyk, as American youths, sent over to Holland for education."

The following is taken, nearly *verbatim*, from the Naval Chronicle:

"There was then residing at Embden, Mr. J. Brown, writer of the letter to the King of Prussia, published in the last volume *. He met Messrs. Hanchett and L—— at the White House (Witte Huis) inn, and, after a little conversation, invited them to his lodgings in Kraan-street. Understanding that Messrs. Dalyell and Bourne were in Holland at a school, he mentioned a friend of his, then residing at Amsterdam, of the name of Hofhout, who had served as an officer in the Dutch corps from the time of its formation, who was a man of tried courage, and enthusiastically devoted to the politics of England, as also to the House of Orange. To the care and management of this gentleman, it was determined to commit Messrs. Dalyell and Bourne; and as soon as this was arranged, Mr. Brown procured a passage for Lieutenant Hanchett on board an American vessel. His Scotch friend soon afterwards escorted the young gentlemen from Noordwyk to Amsterdam, took their drafts for what money they required, and delivered them to the care of Mr. Hofhout, who gave them as kind a reception as though they had been his brothers, and recommended them to his friends on their route, by whom they were protected,

* *Nav. Chron.* xxxi. p. 280.

and conveyed in safety from place to place, till they had passed the frontiers.

"At this period, the politics of France were the politics of Prussia; and never could British officers have arrived at a more inauspicious hour. The strictest orders were given to prevent any of the disorganized Hanoverian army from escaping to England; whilst the most severe edicts were published relative to the clandestine enlistment of troops, or their embarkation for British ports. Mr. Brown, who was aware of the many dangers that might arise from the open and unsuspecting candour of young minds, had written to Mr. Hofhout, entreating him to warn Messrs. Dalyell and Bourne against talking of politics on their journey, praising our navy, or forming an intimate acquaintance with any one;—but, forgetful of the admonitions they had received, they admitted a stranger to their company, whom they met with on the road, near Lingen, escorting a party of Germans to Eems, to be privately embarked for England. This person pretended to our young officers, that he was a man of rank and consequence, and did them the honor to borrow nearly all the money they had in their possession.

"It was late in the evening when Messrs. Dalyell and Bourne arrived at Mr. Brown's lodgings: their clothing was neither very good nor very fashionable; they had left their uniforms in Holland, and the latter gentleman wore a coat which was far from fitting him. When the first compliments were over, Mr. Brown wished to go to the principal inn, to bespeak beds; but neither of them would listen to such a proposal; they had pledged their words to return to the inn where they had left their travelling acquaintance. Upon inquiry, Mr. Brown found it was a very common house, and of bad repute. Fearful that the young travellers had fallen in with a character called on the continent 'a seller of souls,' and in England, a kidnapper, he was truly uneasy, aware of the destruction in which it might involve, not only themselves, but him also. He arose by six o'clock the next morning, in hopes of removing them before they might be denounced, and of explaining to the magistrates whom and what they were. On reconnoitring their tavern, however, he found it in a state of strict blockade, and the city gate-keepers stationed with drawn swords at every avenue and door.

"All seemed silent within: and being now too well convinced of the reality of what he had anticipated, namely, that his friends had fallen in company with a kidnapper, he thought it most advisable to return to his own lodgings, and put away all letters he had by him respecting them. This accomplished, he hastened back to attempt their deliverance. On his return, he saw lights in the windows,—heard angry voices, and the clashing of swords. He made his way to a miserable bed-room, where Messrs. Dalyell and Bourne, only half dressed, were keeping at bay some feeble old men, of whose language they knew not a word. He entreated the former to lay down their weapons—a couple of ricketty chairs—and

the city guards to sheath their swords; but the latter replied that they must take the strangers to the magistrates, who were assembling at that early hour to examine them, private intelligence of their arrival having been given.

"It was now too evident that Messrs. Dalyell and Bourne were arrested on a charge amounting to felony, if not to treason. From the vehement remonstrances made by France against arms or soldiers being embarked for England in the Prussian ports, new laws had then recently been enacted, ordaining the punishment of death for the actual enlisters, and the next severest punishment known in Prussia, to each of the inferior agents. A British officer, named Pringle, was at that moment confined in a subterranean cell under the Guildhall, and the police were on the watch for others. There was, consequently, great cause of alarm.

"Luckily Mr. Brown stood on a friendly footing with the burgomasters, and particularly with the senior one, to whose residence he immediately proceeded, first admonishing Messrs. Dalyell and Bourne, who smiled contemptuously on their attendants, to be peaceable during his absence. By that time the city was in a state of agitation, the cry having gone forth that the Germans above alluded to had been treacherously hired as labourers to serve in a London sugar-house, but were in reality to be transported to our condemned regiments in the West Indies. By the time Mr. Brown returned to accompany Messrs. Dalyell and Bourne before the magistrates and senate of Bremen, who were assembled in full council, a considerable concourse of people had collected, and nothing was heard except execrations and denunciations of vengeance against the 'soul sellers;' but the moment they saw the fearless and smiling countenances of the British youths, the effect was honorable to their feelings;—in an instant their rage subsided; and, instead of curses, they pronounced it impossible that the accused could be '*Zielverkaufers.*'

"Arrived at the council-chamber, Mr. Brown, for the first time, saw his friends' travelling companion:—guilt and terror were depicted on his visage. They took care in their replies to injure his cause as little as possible; and he seized an opportunity to get rid of a paper from the War Office in London, which, had it been found upon him, would have endangered his life. Out of compassion, Mr. Brown received it. After a long examination, Messrs. Dalyell and Bourne were honourably acquitted of all knowledge of, or participation in, the offence which the other prisoner had committed; they received many flattering compliments, and were dismissed: whilst he was conducted to a dungeon. Having thus got clear of a dangerous and unpleasant adventure, Mr. Dalyell and the other young officer embarked on board a galliot, bound to London, laden with oats. During a tempestuous passage, this vessel shipped much water, and her cargo swelled to such a degree that her deck parted, and she was in the most imminent danger of being lost. Fortunately, however, she reached Yarmouth roads, and there found the Antelope at anchor."

On the 18th March, 1804, two boats, under the command of Messrs. Hanchett and Dalyell, cut out four Dutch vessels, three of which they found lashed to the pier-heads of Zierick-Zee, and the other close to them. They were all brought down safe, between Schouwen and South Beveland, without the loss of a single man, although the batteries fired on them, as they approached either shore, in working to windward. On the 31st of the same month, Mr. Dalyell also assisted in capturing a national galliot, employed as a guard-vessel, mounting two long 18-pounders, and four sixes, with a complement of 94 men. The following is an extract of the official letter written by Sir W. Sidney Smith on this occasion:

"The musketry of the people ashore alarming the guard-vessel, it was necessary to board, in order to silence her fire. Lieutenant Hanchett gallantly led the way in the Antelope's launch, closely followed by Lieutenants Boxer and Barber; the two latter being very early wounded in a most gallant attempt to board across the launch, she could not hold on, and fell astern. The contest with fire-arms lasted three-quarters of an hour, without their being able to get on board, such was the obstinate resistance of the Dutchmen, favored by the form of the vessel and the strong tide. Lieutenant Hanchett, with his usual zeal and intrepidity, then took the Antelope's cutter, and, with the other small boats, boarded on the broadside. Mr. Dalyell, of the Antelope, and Mr. Hawkins, of the Magicienne, were much praised by Mr. Hanchett, as was also Lieutenant Honeyman, of the marines, a volunteer on the occasion. The decks were soon cleared of the enemy, and the gun-vessel was carried. She was called the Schrik, and found perfectly prepared to resist such an attempt, which seems to have been expected."

In the performance of this exploit, which was succeeded by several other affairs with the enemy, the British had about fifteen men killed, and many wounded. On the 13th of May following, Messrs. Dalyell and Bourne were discharged into the Rattler sloop, Captain Francis Mason; the former as acting lieutenant. On the 16th of the same month, that ship received very considerable damage, and sustained a loss of two men killed and ten wounded, in action with the Flushing flotilla, commanded by Rear-Admiral Ver-huell *.

* See Suppl. Part I. pp. 13—18, and p. 58, *et seq.*

In consequence of Mr. Dalyell's gallant conduct on this occasion, the late Lord Melville, then at the head of naval affairs, allowed him to retain his acting order, although a commissioned officer had been appointed in the interim.

On the 23d June, 1804, the Rattler was again warmly engaged with the enemy, near Ostend; and in Oct. following, she appears to have had three sharp skirmishes, in the neighbourhood of Dieppe *. On the 1st Jan. 1805, Mr. Dalyell's commission as lieutenant, that long deferred object of his youthful ambition, was signed; which, according to the acknowledgment of Viscount Melville, ought to have been done six months earlier:—how little did he expect, after the severe services he had performed as midshipman, that the fourth day of his enjoying naval rank would close his services, at least for many years.

On the 4th Jan. the Rattler took possession of a fishing-boat belonging to Dieppe. There was at that time a large lugger privateer, the Vimereux of 14 four-pounders and 78 men, including fifteen chosen grenadiers from the camp at Boulogne, lying at an anchor in the bay of St. Valery-en-Caux, close under a four-gun battery. This vessel had long infested the British trade, and it was highly desirable that she should be destroyed, as her superior sailing had hitherto enabled her to escape our cruisers. Lieutenant Dalyell, ever anxious to signalize himself, and cut his way to farther promotion, earnestly requested permission to attack her. As the wind and weather were favorable for the enterprise, Captain Mason yielded to his solicitations. Mr. Bourne, who had been his inseparable comrade in battle and captivity, eagerly offered to accompany him; as did also acting Lieutenant Augustus Donaldson, commanding the Folkstone lugger, and Mr. William Richards, a midshipman of the Rattler. Of the other gallant fellows who volunteered their services, twenty-seven sailors were selected,—eleven to go in the captured fishing-boat, with Lieutenant Dalyell and a Frenchman, who had agreed to act as a decoy to his country-

* See Suppl. Part I. p. 59 *et seq.*

men; eight in the Folkestone's boat, towed by the prize; and eight in the Rattler's cutter, commanded by Mr. Bourne.

It was a fine clear moon-light night. The sky was serene, and the firmament, gloriously studded, shed a silvery lustre over the rippling waves. When they arrived within hail, the watch on the deck of the lugger called out to know who came there. The Anglo-Frenchman answered, that the boat was No. 78, and belonged to Fecamp. "What's the master's name?" rejoined the wary sentinel: the unfortunate fellow gave a name which some of his countrymen on board the vessel knew to be a false one.—"*Come on, come on my lads!*" said the foe, "*we know you are English. You will find us prepared!*"

In a moment, the weapons of destruction were got ready, and the attack was fiercely commenced, under a heavy fire of small arms from the privateer. Lieutenant Dalyell rapidly boarded on the larboard side, accompanied by Mr. Donaldson, and their nineteen men. The combat was extremely sanguinary, but in the course of five minutes the enemy were all driven below; from whence, however, they fired a destructive volley through the main-deck and gratings, just as their gallant assailants were in the act of hoisting the foresail, having already cut the cable, and placed a man at the helm. The sentinels at the hatchways and six other persons, thus unexpectedly attacked, were shot dead; the Frenchmen instantly regained their footing on deck, and the battle so treacherously renewed was attended with various success, until at length, after a dreadful struggle of twenty minutes, the British were completely overpowered by dint of numbers. During this bloody conflict, Messrs. Dalyell and Donaldson, both of whom had been severely wounded as they rushed on board, fought most courageously, till successive strokes of the sabre felled them to the deck; Mr. Bourne, who had failed in his attempt to board, and had therefore taken the vessel in tow, received a mortal wound; and of the other twenty-nine persons, by whom Lieutenant Dalyell had been accompanied to the attack of la Vimereux, six only escaped unhurt. Mr. Richards and ten or eleven

wounded seamen reached their boats, but three of them died before they could be landed at Portsmouth:—all the rest of the boarding party were either killed or taken prisoners. It afterwards appeared, that an arm-chest, full of loaded weapons, had been put below during a severe gale, on the day preceding the combat; and to this circumstance alone could the discomfiture of Lieutenant Dalyell and his heroic followers be attributed.

The enemy seeing the boats of the Rattler retreat, yet not daring to remain outside the harbour, now prepared to take their lugger over the bar at its entrance. Already they had begun to throw into the sea the bodies of the slain; and two men taking hold of Lieutenant Dalyell, round his legs and shoulders, were in the act of heaving him overboard also, when one of them slipped, betrayed by the clotted gore, and fell on his side amongst the mingled mass of French and British blood. To this accident was the gallant officer indebted for his life; for, just at that moment, the Rattler was seen working into the bay, and making signals with blue-lights, which so much alarmed the enemy that, instead of consigning him to a watery grave, he was pitched headlong down the main-hatchway. At this time he was quite senseless, in which state he lay, without the least attention being paid to him, for at least a couple of hours. From the hold of the privateer, he was conveyed to a dark dungeon on shore, nearly surrounded by water, the floor of which was consequently in a very humid state, and, moreover, but scantily covered with straw. When the French military surgeons had dressed their wounded countrymen, they examined Lieutenant Dalyell, and considered his case so desperate that they were inclined to pass him over as one already dead:—his head seemed hacked asunder, having received no less than nine sabre cuts; his left foot was lacerated by a pistol ball; he had no less than three other severe, and two slight, wounds. They therefore contented themselves with binding a napkin round his head, and this was all that they could be prevailed upon to attempt in his behalf.

On the 5th January, before noon, people entered the above

dungeon, and informed the wounded prisoners that a cart was ready to remove them to an hospital at Dieppe. This journey, of about four leagues, would, in all probability, have terminated the sufferings of Messrs. Dalyell and Donaldson, but Providence raised them up preservers in the midst of their country's foes. As two French sailors were lifting the former gentleman into the vehicle provided for his conveyance, the inhabitants of St. Valery, then returning from mass, stopped to behold this melancholy proof of the dire effects of war. His face was varnished, as it were, with congealed blood; and the occasional movement of the muscles, cracking that external crust, the appearance of his skin below gave those fissures the resemblance of ghastly wounds. The spectators were clamorous that he and his friend, Donaldson, should not be sent to the hospital. The foremost of those good Samaritans were Messrs. Angot (surgeon) and Leseigneur (merchant), both respectable inhabitants of St. Valery. They obtained permission of the commandant for the two officers to remain provisionally at an inn; and they became responsible to the landlord for the payment of his charges, to the amount of 30*l.*,—observing, "*If those gentlemen have the means, they will repay us—if not, it is only sacrificing a few hundred francs to charitable duties!*" Those benevolent Frenchmen would willingly have received the gallant sufferers into their own houses; but the dread of being considered as friendly to the British nation compelled them to refrain.

Nearly a month elapsed before Lieutenant Dalyell was considered out of danger, and July arrived before he could leave his bed. During this long period, Mons. Angot was his constant, and only professional attendant;—to him alone was he indebted for one of the finest cures ever performed by the art of surgery. Whilst deriving benefit from the care and skill of that benevolent man, he was no less kindly cherished by his other protector, and the females of both their families, who invariably treated him with as much tenderness as even his own mother and sisters could have done. When he was so far recovered as to be able to travel, Messrs.

Angot and Leseigneur accompanied him to Rouen, where they obtained permission for him to rest several days, previous to his proceeding, *via* Beauvois, Soissons, Rheims, and Chalons, to the dépôt for British prisoners at Verdun.

All the intelligence that could be obtained from the wounded men who escaped to the Rattler, and survived, tending to confirm the belief that Lieutenant Dalyell was no more, Captain Mason, on the 15th Jan., 1805, wrote to Mr. (now Lieutenant-Colonel) Robert Dalyell, as follows:

"It is with the most heartfelt sorrow I confirm the melancholy intelligence you have heard, of your gallant brother being missing. I have a very faint hope that, although he was seen to fall after his sword broke, he may still be alive—but I confess it is very faint. I sent a flag-of-truce to St. Valery last Saturday, to inquire if he is still alive; but the unfeeling rascal of a commandant fired at us, instead of replying to my letter. If any thing can compensate his friends for his loss, it must be the knowledge of his having fallen, as he has ever lived, in the performance of gallant and glorious actions. In him I lose an officer I highly admired, and a friend I sincerely esteemed; and his country has to regret the loss of one of her best officers."

In an official letter to Admiral Lord Keith, the commander othfe Rattler had previously thus expressed himself:

"Among the missing from this ship is Lieutenant Dalyell, whose zeal, courage, and abilities have ever been eminently conspicuous: his premature death deprives his country of an officer who was an honor to the service."

On the receipt of Captain Mason's letter, Lady Dalyell and the whole of her family and relatives went into mourning; but their hearts were soon gladdened by the unexpected tidings, derived from le Vimereux, (which privateer was at length captured by a British frigate) that he for whom they had put on the sable weeds of death, was not only living but likely to do well. Some time afterwards, her ladyship's second son, John Graham Dalyell, Esq. informed his gallant brother, that the Patriotic Society at Lloyd's had voted him £100; that he would assuredly be promoted, if at home; and that Government had set at liberty, on parole, the commander of le Vimereux, his son, his brother, and the French surgeon, entirely on account of the care taken of him and Mr. Donaldson, at St. Valery.

On the 20th July, 1805, a survey was taken of Lieutenant Dalyell's wounds, and the following certificate granted him:

"These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that we have carefully examined the wounds received by Lieutenant W. C. C. Dalyell, late of H.M. sloop Rattler; and that we have found the cicatrices of nine wounds in the head, from one of which several pieces of the cranium have been extracted; one wound in the right shoulder; one in the left leg; one in the left foot by a pistol-ball, from which several pieces of bone have been taken away; one in the right hand, which has greatly injured the use of two fingers; and two other slight wounds; making in all fifteen: and we do further certify, that his general health has suffered materially, in consequence of the said wounds. Given under our hands at Verdun,

(Signed) "E. L. Gower, } Captains. { H. M. late ship Shannon.
"J. Brenton, } { ———— Minerve.

"A. Allen, M.D. } Surgeons. { ———— .....
"J. Bell, } { ———— Shannon.
"J. Graham, } { ———— Hussar."

To this document was subsequently added as follows:

"I do further certify, that, besides the injury to the general health of Lieutenant W. C. C. Dalyell, in consequence of the above-mentioned wounds, the bones of his face are considerably injured, which has deprived him in great part of the sight of his right eye, and, from the nature of the complaint, may remain so during life. Given under my hand this 15th day of November, 1810.

(Signed) "A. Allen, M. D. Surgeon to the British prisoners of War at Verdun."

In reply to several applications made by Lientenant Dalyell's friends and himself, for his exchange or enlargement on parole, letters, of which the following are translations, were written:

"The Inspector-General of the Gendarmerie, Superior Commandant of Verdun, to Mr. Leveson Gower, Captain in the Royal British Navy, prisoner of war.

"*Verdun, 8th Feb.* 1806.

"Sir,—I have transmitted to his Excellency the Minister of the Marine and Colonies, an exposition of the condition of Mr. Dalyell, and I have not forgotten to acquaint his Excellency of the number and extent of the wounds which that officer received in battle. It was impossible to address his Excellency in other than the most satisfactory terms of the honorable conduct of Mr. Dalyell at this dépôt, which I have certified to his Excellency. I have the honor, Sir, to assure you of my highest consideration.

(Signed) "Wirion."

"*Marine.—5th Division.—Prisoner of War.*

"*Paris, 24th Feb.* 1806.

"Sir,—I have received your letter of the 7th instant, relative to your exchange. I hasten to inform you, that his Excellency the Minister of Marine has transmitted your petition to the Minister of War, who is especially charged with the police and superintendence of prisoners of war, and who alone can decide whether the numerous wounds you have received have reduced you to a state that may render it proper to permit your return to England. It is, therefore, to that minister your future communications on this business should be addressed. I have the honor to salute you, (Signed) "Rivier, Chief of the 5th Division."

"*To Mr. Dalyell, Prisoner of War, Verdun.*"

"*Paris, 1st Sept.* 1806.

"Sir,—I have received your letter, dated the 5th of last month, relative to the exchange of Mr. Dalyell, lieutenant of the British navy, for a French officer of the same rank.

"However interesting the circumstances attending the case of this officer may be, it is impossible at present to do any thing in his favor: but the moment of any exchange, whether general or partial, I shall not fail most urgently to press compliance with this petition. I shall be the more zealous because it appears to be an affair wherein you are deeply interested. Receive, Sir, my assurances of sincere attachment.

(Signed) "Rivier, Chief of the 5th Division."

"*To Mons. Leseigneur, St. Valery-en-Caux.*"

The Commissioners of the Transport Board, it appears, also made an application to the French Minister of Marine, offering to exchange any officer of equal rank for Lieutenant Dalyell; but were unable to procure his release. The Duc de Feltre, however, allowed him to go to the baths of Plombieres, for the benefit of his health; and likewise to visit Paris, for the purpose of consulting an oculist.

In 1812, Lieutenant Dalyell, mindful of the kind treatment he had received at St. Valery-en-Caux, wrote to the Chairman of the above Board as follows:

"*Verdun, Jan. 8th.*

"Sir,—In taking the liberty of enclosing you a testimony of the generous and benevolent exertions displayed by several respectable inhabitants of St. Valery-en-Caux, in Feb. 1807, towards the shipwrecked crews of H. M. gun-brig Inveterate and some merchant vessels, may I also be permitted to add the request Messrs. Leseigneur and Angot have made me, to solicit the Commissioners of the Transport Office to release two of their relations,—Portz, on board the Crown Prince, at Chatham; and

Jacques Angot, at Lauder, in Scotland; and that of their friends, to allow Thomas Frederic Cordonnier, taken as chief mate on board the Printems, in 1803, to be at large on parole, as also Mr. Ducomier, now on board the Crown Prince. I have been prompted to this, as a small mark of my gratitude for the humane and kind attention I experienced from those good people, during a confinement at St. Valery, of six months to my bed. * * * * I have the honor to be, &c.

(Signed) "W. C. C. DALYELL."

"*To Sir Rupert George, Bart.,*
&c. &c. &c."

In reply to this application, Lieutenant Dalyell was informed that the Lords Commissioners of the Admiralty had been pleased to allow "the unconditional release of Messrs. Portz and Angot, and moreover permitted Messrs. Cordonnier and Ducomier to enjoy the liberty of parole in England, agreeably to his request." He was shortly afterwards appointed a member of the Council of Administration about to be organized in the dépôt of the prisoners of war at Verdun; than which a greater compliment could not have been paid him. On the 15th May, 1813, his friends at St. Valery transmitted the following memorial in his behalf, to the Duc de Feltre, Minister of War:

"Abraham Leseigneur, merchant, and —— Angot, physician, have the honor of representing to your Excellency, that Mr. William Dalyell, officer of the British navy, now at the dépôt of Verdun, was made prisoner in this roadstead, in Jan. 1805, dangerously wounded, which lost him his liberty. It was owing to the care of your memorialists, and other inhabitants of this town, that he was recalled to life.

"The gratitude of that officer, and also of his family, has ever since been most conspicuous. To the prisoners belonging to our town, confined in Great Britain, they have never ceased to be useful, alleviating the misery of captivity, by succours conferred, or privileges procured. Your Excellency will acquire the conviction of the above facts by the enclosed letters from the Transport Office, and Mr. Seaman, purser of a prison-ship. To sum up all, Mr. Dalyell has just obtained the release of Messrs. Commanville, Angot, and Portz; likewise the privilege of parole for Messrs. Cordonnier and Ducomier.

"Animated by a becoming spirit of gratitude, and desirous of giving a particular proof to Mr. Dalyell, that shall demonstrate to England that Frenchmen yield nothing in point of generosity to their enemies, we unite ourselves in the honor of having recourse to your Excellency, entreating your Grace to take into consideration the essential services rendered

by Mr. Dalyell to our countrymen, and in return allow him, upon the express application we have now the honor of making, to return to his native country, upon such conditions as it may please your Excellency to determine.

"In case your Excellency should not have it in your power to comply with our application to its whole extent, permit us to supplicate you to allow Mr. Dalyell six months' leave of absence, during which he might be empowered to return to the bosom of his family, where his presence, for the arrangement of his private affairs, is indispensably necessary. Should your Excellency require it, knowing the sentiments of honor and sincerity which animate that officer, we offer without fear to assume the responsibility that you may deem needful to impose for his re-appearance at the expiration of his leave of absence. Desirous of obtaining from your justice this act of benevolence, we claim it with the utmost confidence, and have the honor to be, with most profound respect, &c. &c. &c."

In Dec. following, without any previous anticipation, Lieutenant Dalyell received from the Duc de Feltre his passport to return to England; which favor he attributed to the effects of the above memorial. Universally respected, it is not too much to say, that every one who knew him rejoiced in his good fortune. On this happy occasion, the then senior British naval officer at Verdun supplied him with a testimonial thus worded:

"This is to certify, that Lieutenant Dalyell, R. N. has conducted himself, during his long captivity, in a regular gentleman-like manner; that by the late commandant, Baron de Beauchesne, he was apppointed one of the Council of Administration, in which situation he took care, as far as lay in his power, that justice was done to his countrymen; and that I know, from the confidence the present commandant, Major de Meulan, has placed in him, he has been enabled to render important services to several of his fellow-prisoners. Given under my hand, at Verdun on the Meuse, the 20th of Dec. 1813.

(Signed) "C. Otter, Captain of H. M. late ship Proserpine."

On the 17th Feb. 1814, a few days after his return to England, Lieutenant Dalyell was promoted to the rank of commander. The Committee of the Patriotic Fund soon afterwards presented him with a handsome sword, value £50; and on the 9th Mar. following, he was acquainted by Mr. Croker, that the Admiralty had "been pleased to confirm the pension of five shillings a day," which had been granted to

him in August, 1811. On the receipt of this notification, he addressed a memorial to the Prince Regent, praying H. R. H. to grant him the arrears of that pension, from the period when he received his numerous severe wounds; and on the 23d of the same month, we find him thus addressing the Admiralty:

"*To the Right Honorable the Lords Commissioners, &c. &c. the humble Memorial of Captain W. Cunninghum C. Dalyell, R. N.,*

"SHEWETH,—That your Lordships' memorialist saw with sorrow and surprise the negative given on the 21st instant, to his prayer for the arrears of pension up to the period when he received his wounds.

"That when he applied for a pension, in 1805, he forwarded from Verdun the best possible proofs of his wounds, and the deteriorated state of his general health; that the reply intimated that nothing could be done till your memorialist should first have arrived in England.

"That in Nov. 1810, the negociation for an exchange of prisoners having been broken off, and seeing no prospect of a termination to his captivity, your memorialist applied to H. R. H. the Prince Regent for a pension, which was immediately granted, liable to being confirmed or revoked upon a re-survey at home; that this re-survey having recently taken place, and his pension being confirmed, your Lordships' memorialist conceived *that his claims extended back to the actual period of his being wounded, and which he must have enjoyed, as a matter of right, had he not fallen into the hands of the enemy.*

"Should a want of precedent be urged in support of the negative put upon his prayer, your memorialist would, with all deference, presume to suggest, that no precedent can be found of a wounded officer having remained *nine years* a prisoner in an enemy's country; and he humbly entreats your Lordships to consider how severely he must feel the denial of a claim, which, *as a matter of* RIGHT, *has been conceded to* ARMY OFFICERS; in proof of which statement being correct, your memorialist, with all deference, refers your Lordships to the case of those British officers who were wounded at the battle of Talavera, and to whom pensions were granted during their sojourn as prisoners in France; but, upon their return, and their pensions being confirmed, *those officers received the* FULL AMOUNT *of* THEIR *respective pensions, from the day upon which their respective wounds had been inflicted.*

"Your memorialist therefore earnestly supplicates your lordships to reconsider his extremely hard case; and, if requisite, advise H. R. H. the Prince Regent, to grant the whole arrears—and not permit that captivity which stands without a parallel, to extend its calamitous effects beyond the personal sufferings—the mental anguish—the professional misfortunes which it has already caused him to endure.

(Signed) "W. CUNNINGHAM C. DALYELL."

We have only space for their Lordships' final answer :—

"*Admiralty Office, 2d April,* 1814.

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 31st ult. with its enclosure, in reference to your applications of the 17th and 23d of last month, for arrears of pension to be granted to you from the time of your being wounded in His Majesty's service, I have their Lordships' commands to acquaint you, that the request cannot be complied with. I am, Sir, your very humble servant,

(Signed) "J. BARROW."

"*To Captain Dalyell, R. N.*"

Thus was this gallant officer refused the payment of nearly £600, a sum to which he then had, and *still has,* the justest claim. On the 27th Nov. 1815, the pensions previously granted to *all* naval officers, for wounds, loss of limbs, &c. having been augmented, agreeably to an order in council, he became entitled to one of £150 per annum, from the 1st of July preceding.

We sincerely trust, that Commander Dalyell's health, though not even yet perfectly re-established, will, at no very remote period, enable him to resume the active duties of his profession; and thereby qualify himself, (agreeably to the existing order in council,) for that rank to which he must naturally aspire.

Commander Dalyell married, Sept. 19th, 1820, Maria, youngest daughter of A. T. Sampayo, of Peterborough House, Fulham, co. Middlesex, Esq., and has issue, one son and two daughters. His eldest brother, *James,* succeeded to the baronetage on the demise of his father, Oct. 10th, 1791;—another, *John Graham,* is an advocate, and author of several works on antiquities, natural history, &c.;—*Robert,* whose name we have already mentioned, commenced his military career, and served in India, as a cavalry officer; but afterwards joined the 43rd regiment, and was with that distinguished corps in Denmark, and throughout the whole of the peninsular war, during which he was twice wounded. He returned home with Wellington's army, in 1814.

HON. THOMAS ROPER-CURZON.

Second son of the present Lord Teynham, by his first wife, Bridget, daughter and co-heiress of Thomas Hawkins, of Nash Court, co. Kent, Esq.

This officer was made a lieutenant in Feb. 1810; and promoted to his present rank on the 21st April, 1813. He married, in 1823, Charlotte Caroline, widow of R. Browne, Esq.

ROBERT INCLEDON, Esq.

Obtained his first commission on the 28th Sept. 1807; and was thus spoken of by Captain (now Sir Edward) Tucker, in two official letters, addressed to the commander-in-chief on the East India station, and reporting the capture of the islands of Amboyna, Ternate, &c.

"*February 20th*, 1810.

"I beg to recommend to your excellency's notice Lieutenant Incledon, first of the Dover, from whom I have received the greatest support throughout the whole of this service, particularly so on the day of action, when the other lieutenants were absent from the ship."

"*August 31st*, 1810.

"With the conduct of every officer and man on board the Dover, during our attack on the batteries and Fort Orange, I am most perfectly satisfied: to Lieutenant Incledon much praise is due."

The above, and a series of other important services in which Mr. Incledon was engaged, whilst serving under Captain Tucker, are detailed in Suppl. Part I. pp. 197—203. He obtained the rank of commander on the 4th May, 1813; and died at Gosport, co. Hants, in Nov. 1831.

SAMUEL BRADSTREET HORE, Esq.

Third son of the late William Hore, of Harperstown, co. Wexford, Esq. by the only daughter of Sir Simon Bradstreet, Bart. whose wife was a sister to the Right Hon. Sir Henry Cavendish, Bart.

This officer obtained his first commission in Oct. 1807; served as lieutenant of the Cæsar 80, Captain Charles Richardson, at the capture of Flushing, in Aug. 1809 *; and was promoted to the command of the Fairy sloop, on the Cape station, May 13th, 1813. He married, Sept. 8th, 1821, Jane Caroline, youngest daughter of the late Richard Solly, of York Place, Portman Square, London, and grand-daughter of Sir Frederick Flood, Bart. His eldest brother, *Walter Hore, Esq.* enjoys the estate of Harperstown (granted to their ancestor in or about the year 1160), and is married to a daughter of the late Lord Ruthven. His second brother, *William*, a major in the 67th regiment, died in 1830. Those junior to himself are, *Henry Cavendish*, a lieutenant in the royal navy; *James Stopford*, a commander, promoted to that rank in 1828; and *Thomas*, a first lieutenant in the corps of royal engineeers †. His only sister is married to a clergyman of the established church.

THOMAS SAVILLE GRIFFINHOOFE, Esq.

Served as midshipman under Captain (now Sir John P.) Beresford, in the Cambrian frigate, on the Halifax station; and distinguished himself at the attack and capture of a Spanish privateer, by the tender belonging to that ship, in the river St Mary's, July 7th, 1805 ‡. He was made a lieutenant in Mar. 1808; promoted to the command of the Muros sloop, June 20th, 1813; and appointed to the Primrose 18, fitting out for the African station, Aug. 4th, 1827. After having long suffered under a pulmonary complaint, he died at the island of Ascension, Feb. 10th, 1830.

* See Vol. II. Part II. p. 906, *et seq.*

† The grandfather of those gentlemen married Lady Anne Stopford, daughter of the first Earl of Courtown.

‡ See Supp. Part IV. p. 381.

CHARLES LESLIE FALKINER, Esq.

Third son of Sir Samuel Falkiner, Bart. by Sarah, daughter of Charles Leslie, M. D. and grand-daughter of the Very Rev. Dean Leslie.

This officer entered the royal navy in Jan. 1804, and served his time as midshipman, under Captains Henry Heathcote and Pulteney Malcolm, in the Galatea frigate and Donegal 74. Whilst belonging to the latter ship, he was often employed in her boats, when sent to annoy the enemy's trade on the coast of France; and we also find him in the Hercule fire-ship, commanded by the first-lieutenant of the Donegal, at the attack made upon a French squadron in the road of Isle d'Aix, April 11th, 1809*. For his conduct on that occasion, he was promoted as soon as eligible, by commission dated Jan. 3d. 1810.

Mr. Falkiner's only appointment as lieutenant was to the Shannon frigate, Captain (now Sir Philip) Broke, under whom he served, on the Channel and Halifax stations, for a period of two years and eight months. It will be seen, on reference to pp. 376 and 379 of Vol. II. Part I., that he headed the main-deck boarders of that ship, at the capture of the American frigate Chesapeake, June 1st, 1813; and that he was left in charge of that gloriously obtained prize in consequence of his captain finding himself obliged by wounds to resign the command of the Shannon to her senior surviving lieutenant. After taking the prize into Halifax harbour, Mr. Falkiner returned home with despatches, and was immediately presented with a commander's commission, dated July 9th, 1813; since which, however, he has not been employed.

RICHARD BOOTH BOWDEN, Esq.

Was made a lieutenant in April, 1802; and promoted from the Caledonia 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth), into the Gorgon hospital-

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* See Vol. I. Part I. p. 84, *et seq.*

ship, on the Mediterranean station, Aug. 5th, 1813. He married the youngest daughter of the Rev. R. Hawker, D. D. Vicar of Charles, Devon; and became a widower in Nov. 1824.

ISAAC SHAW, Esq.

Obtained the rank of lieutenant in June, 1801. We first find him serving under Captain (now Commodore) Charles Bullen, who "speaks in high praise of his gallantry," in command of the boats of la Volontaire frigate, at the capture and destruction of a fort near Marseilles, in 1809*. On the 26th of Dec. 1811, that officer's successor reported to Vice-Admiral Sir Edward Pellew as follows:

"*H. M. S. Volontaire, off Palamos.*

"Sir,—While off the Medas Islands this morning, a boat informed me that an enemy's schooner had arrived at this port the night before last. I immediately stood in and anchored off the mole, where she was lying. Lieutenant Shaw, with Mr. Banantyne, master's-mate, in the boats, went to bring her out, while the marines under Lieutenants Burton and Campbell, of that corps, admirably maintained a covering position on the mole-head, against a party of French troops, who disputed the post with them. As large reinforcements were pouring in from the adjacent garrisons, and the vessel was grounded, Lieutenant Shaw set fire to her; but floating afterwards, he towed her out to us, when the fire was extinguished; not, however, before it had done great damage.

"She proves to be la Decidé, a new privateer, mounting two long six-pounders, pierced for six, carrying a cargo of provisions from Cette to Barcelona. This service, so laudably performed by all employed, has, fortunately, been attended with no other accident than one marine wounded.

(Signed) "G. G. Waldegrave."

On the 29th of April, 1812, Lieutenant Shaw assisted at the capture and destruction of a French national schooner and twenty merchant vessels, near the mouth of the Rhone;† and on the 23d of June following, he commanded the boats of the Volontaire, at the capture of a felucca, la Colombe, mounting one long gun and eight swivels, with a complement

* See Vol. II. Part II. p. 596.

† See Vol. II. Part II. p. 962.

of 45 men. On this occasion, he had a midshipman and two sailors wounded; of the enemy three were slain and seven wounded. On the 31st of Mar. 1813, Captain Waldegrave reported the capture and destruction of two strong batteries and fourteen merchant vessels, at Morjean, by detachments from the Volontaire, Undaunted, and Redwing, the whole under the command of Lieutenant Shaw; who, on the 2d of May in the same year, was wounded whilst similarly employed*. His promotion to the rank of commander took place on the 9th of Aug. 1813.

WILLIAM HENRY HERRICK, Esq.

Obtained a lieutenant's commission in Feb. 1806; and commanded an armed prize schooner, attached to the squadron under Captain Sir Home Popham, during the disastrous operations in the Rio de la Plata, in Aug. 1806. He subsequently served in the West and East Indies, on which latter station he was promoted to his present rank, Aug. 17th, 1813.

JOHN KNILL KINSMAN, Esq.

Appears to have been employed, as an acting lieutenant, on the coast of Egypt, during the memorable campaign of 1801. His first commission bears date Jan. 7th, 1802. We next find him serving under Sir Robert Laurie, in the Cleopatra frigate, on the Halifax station; and he is mentioned by that officer as having rendered him "every assistance" in the action between that ship and la Ville de Milan, Feb. 17th, 1805†. He obtained the rank of commander on the 17th of Sept. 1813; and died at the Royal Naval Hospital, Plymouth, in May, 1831.

MAYSON WRIGHT, Esq.

Was made a lieutenant on the 1st of May, 1794; and appears to have been almost constantly employed, in the com-

* See Suppl. Part I. p. 193, *et seq.* and Vol. I. Part II. p. 811, *et seq.*

† See Vol. I. Part II. p. 834.

mand of various small vessels, from the year 1798 until the conclusion of the late war. On the 2d of Mar. 1801, being then in the Cobourg hired armed brig, he captured le Bien Venu, French privateer, of 14 guns, on the North Sea station; and in June, 1803, we find him making the following report to the commander-in-chief at Portsmouth:

"Sir,—I have the honor to acquaint you, that cruising, pursuant to your directions, in H. M. hired armed cutter Albion, of six guns and twenty-seven men; at 3 P. M. 24th instant, we saw a cutter standing towards us; made sail in chase; at 5 we brought her to action, and, after a close engagement (within pistol-shot) of an hour and twelve minutes, she struck her colours, and proved to be the Marengo French privateer, of four guns and twenty-six men, belonging to Cherbourg; there was not any person wounded on board the Albion, though we had a few shot in our hull, and one gun dismounted; the enemy had three men wounded, one badly, and his sails and rigging cut to pieces. I have the honor to be, &c.

(Signed) "MAYSON WRIGHT."

"*To Admiral Montagu.*"

This officer obtained his present rank on the 7th of Oct. 1813; and commanded the Albion of 12 guns, from that period until Jan. 1815.

JAMES ROSE, Esq.

Knight of the Royal Swedish Order of the Sword.

We first find this officer serving under Captain (afterwards Admiral) George Losack, in the Jupiter, of 50 guns. He obtained the rank of lieutenant in Sept. 1796; and was wounded, on board the Ardent 64, Captain R. R. Burgess, at the memorable battle of Camperdown, Oct. 11th, 1797*. In Feb. 1805, whilst commanding the Growler gun brig, he captured, after a running action of one hour and thirty minutes, a French national brig mounting two long 24-pounders, one long eighteen, and four swivels, with a complement of fifty men; and on the 25th of the following month, he succeeded in cutting off and securing two gunboats, with twenty-seven men on board, forming part of a

* See Vol. I. Part I. p. 150, *et seq.*

division of flotilla, proceeding through the Passage du Raz. In July, 1807, the Growler, then attached to the blockading squadron in the Pertuis Breton, assisted at the capture and destruction of two armed chassé marées and twenty other coasting vessels*.

Lieutenant Rose subsequently commanded the Crown prison-ship, in Portsmouth harbour, and the Hearty gun-brig, on the Heligoland station; where he was serving when promoted to his present rank, Oct. 7th, 1813. The operations in which he was principally engaged, whilst thus employed, have been detailed in our memoirs of Captains John M'Kerlie, John Marshall, Arthur Farquhar, &c. The Order of the Sword was conferred upon him for his conduct at the siege of Gluckstadt. Mrs. Rose, to whom he was married when only a midshipman, died in Jan. 1810.

FRANCIS BANKS, Esq.

Knight of the Imperial Russian Order of St. Anne, and of the Royal Swedish Order of the Sword.

In April, 1798, this officer, then commanding the Garland, tender to the flag-ship of the commander-in-chief at the Leeward Islands, captured, near Dominica, the French privateer la Jeune Nantaise, of 4 guns and 39 men. His first commission bears date Nov. 24th, 1798. We next find him commanding the Blazer gun-brig, on the Heligoland station, where he captured several Danish privateers and merchant vessels, in the year 1809. The following are copies of two official letters addressed by him to John Wilson Croker, Esq. dated off Cuxhaven, Mar. 16th and 17th, 1813:

"Sir,—I beg to inform you, for the information of the Lords Commissioners of the Admiralty, that, from the intelligence communicated to me by the Lieut.-Governor of Heligoland, and what I otherwise learned by the arrival of vessels from the continent, of the distressed state of the French forces at Cuxhaven, and of the entrance of a Russian army into Hamburgh, I judged it expedient to take the Brevdrageren under my orders, and proceeded to the river Elbe, which I entered early this morning (16th)

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* See Suppl. Part I. p. 452.

with the hope of intercepting such of the enemy's vessels as might attempt to make their escape; two of the gun-vessels we found deserted in the entrance of this river, and were afterwards destroyed; on a nearer approach to this place, I observed some were burning, others were sunk, and drifting about in all directions; and I have the satisfaction to inform you of the total destruction of the French flotilla that was stationed at Cuxhaven, which were twenty large gun schuyts: the timely appearance of H. M. brigs prevented the escape of two, and I firmly believe, led to the destruction of the rest by their own hands: the Hamburgh flag is displayed on the batteries and castle of Ritzbuttel, and I intend to gain a communication with the shore. I am, &c.

(Signed) "F. Banks."

"Sir,—I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, having had communication with the civil authorities of Ritzbuttel, they expressed a desire that I would take possession of the batteries that had lately been evacuated by the French. I accordingly, this morning (17th) disembarked the small detachment of thirty-two of the Royal Veteran battalion, from Heligoland, and took possession of Cuxhaven battery. Fort Napoleon, which is half a mile higher up the river, I shall order to be destroyed. Every thing in these forts is in disorder; the guns dismounted, the carriages and stores destroyed. From what I have been able to observe this day, all is anarchy and confusion among the inhabitants, but they rejoiced much at a few English being landed. No senate as yet is formed at Hamburgh, nor do I hear of the Russian army having entered that city; whenever that can be ascertained, I shall communicate this event to the commanding officer there.

"The French withdrew from this place yesterday morning at five o'clock; their collective force was about twelve hundred; they made their retreat by Bederkesa to Bremen.

"I enclose a copy of the articles concluded on between the civil authorities and myself; I shall forward a list of military and other stores the moment I am able. I have the honor to be, &c.

(Signed) "F. Banks."

"*Articles concluded between the Civil Authorities of Ritzbuttel and Lieut. F. Banks, commanding H. M.'s forces in the river Elbe.*

"The Hamburgh flag shall be hoisted in conjunction with the British, at the French batteries near Cuxhaven, until his Britannic Majesty's pleasure is known. All military and other stores, belonging to the French, shall be delivered up to the English.

"The British troops shall take immediate possession of the batteries, and garrison the same.

"Executed on board H. M.'s brig the Blazer, this 17th March, 1813."

On the 21st of the same month, the Blazer's cutter and

Brevdrageren's galley captured, near Brunsbuttel, on the Hanoverian side of the Elbe, two Danish gun-boats, each mounting two long 18-pounders and three 12-pounder carronades, with a complement of 25 men. This dashing service was performed by eighteen sailors, under the directions of Lieutenant Thomas B. Devon, commander of the Brevdrageren, and Mr. Dunbar, second master of the Blazer, at a distance of six leagues from the anchorage of those brigs*.

On the 7th of Oct. following, Lieutenant Banks was promoted to his present rank, and ordered to retain the command of the Blazer, then rated a sloop of war. For his subsequent services, at the sieges of Cuxhaven and Gluckstadt, he was presented with the Orders of St. Anne and the Sword.†

TIMOTHY SCRIVEN, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This gallant officer was a native of Lyme, co. Dorset; and appears to have commenced his nautical career in the merchant service. At the commencement of the French revolutionary war, he had the misfortune to be taken by the enemy; and we find him a prisoner on board the Jemmappe 80, bearing the flag of Rear-Admiral Richery, when that ship was beaten off by a Spanish 74, near the bay of Rosas, with the loss of several men killed and wounded.

The Jemmappe was then on her passage from Brest to Toulon, at which latter place Mr. Scriven was landed and marched off for Digne, where he endured very great hardships during a close confinement of about twenty months. At the end of that time, he was re-conducted to Toulon; from whence, having been exchanged, he proceeded first to Corsica; then to Leghorn hospital, to recruit his strength; and finally joined the Agamemnon 64, commanded by the matchless Nelson, under whom he served, as a volunteer, for nearly twelve months.

* See Vol. III. Part I. p. 232, *et seq.*

† See Suppl. Part III. p. 251 and 390, *et seq.*

In Sept. 1796, Mr. Scriven was received, as midshipman, on board the Montagu 74, Captain (afterwards Sir John) Knight, to whom he had been recommended by Admiral Lord Bridport. During the mutiny at the Nore, he made an attempt to escape on shore in one of her boats, and had succeeded in passing five or six other ships, under a heavy fire of round and grape-shot, before he was overtaken. After remaining for some time with both legs in irons, he was tried by a court-martial composed of delegates (the chief ringleader, Parker, officiating as president), when, strange as it may appear, he obtained a sentence of honorable acquittal, "in consequence of the persevering gallantry evinced by himself and his companions, six in number, in their endeavour to reach Sheerness."

The Montagu formed part of the fleet under Admiral Duncan, at the memorable battle of Camperdown, Oct. 11th, 1797*. We have only to add, that Mr. Scriven's services in that ship comprised a period of nearly five years, during which "his general good conduct and enterprising spirit, particularly on various occasions of boat service," obtained him the most flattering testimonials. In July, 1801, he was rated master's-mate of the Goliath 74, Captain (afterwards Sir William) Essington; and in the course of the same year, the following letter respecting him was addressed to Earl St. Vincent, then at the head of the Admiralty:

"My Lord,—Having seen your secretary's letter to Mr. Scriven, a supernumerary on board the Orion, under my command, saying it is necessary that the captains he has sailed with should pledge themselves for his good conduct, and fitness to serve as a lieutenant; I beg leave to inform your lordship, that during the time I commanded H. M. ship Montagu, Mr. Scriven was one amongst the very few of the petty-officers who conducted themselves to my satisfaction. He is a very correct, attentive, sober young man; therefore I beg leave to recommend him to your lordship's attention. I have the honor to be, &c.

(Signed) "Robert Cuthbert, Captain."

Mr. Scriven subsequently served as supernumerary on board the Sans Pareil 80, commanded by Captain Essington;

* See Vol. I. Part I. p. 150, *et seq.*

and as admiralty midshipman, under Commodore Samuel Hood, with whom he proceeded to the Leeward Islands, in the Ulysses 44, of which ship he was appointed an acting lieutenant, Dec. 24th, 1802. His first commission bears date Mar. 28th, 1803.

Soon after this advancement, Mr. Scriven had an attack of yellow fever, and was obliged to return home, from Antigua hospital, for the recovery of his health. His next appointment was, Mar. 24th, 1804, to the Thunder bomb, Captain George Cocks, under whom he saw much active service on the Mediterranean station.

In July, 1805, the Thunder captured a small vessel called the Sparrownaro, armed with one two-pounder; and Lieutenant Scriven immediately volunteered to command her as a tender, with a crew consisting of only seven men and a boy. On rounding a point of land, near the straits of Bonifacio, he found himself within half-musket-shot of a French privateer, mounting one eighteen-pounder and four four-pounders, with no less than sixty-nine men. The desperate defence he made excited the admiration of the enemy, who not only liberated his prisoners without exchange, but also granted their gallant leader a certificate as follows:

"I, Antony Clavelli, captain commanding the French privateer Belle Louise, certify and attest, that Mr. Timothy Scriven, late commanding the Sparrownaro, conducted himself during my pursuit of him, and in the action which ensued, in a manner which distinguished him as a man of bravery and honor; and that it was not till after having fired upon him a dozen cannon loaded with grape and round, numerous vollies of musketry, and our being on the point of boarding with a force so very considerably greater than that of the Sparrownaro's, that he struck his colours. I certify further, that the above mentioned chase and action continued for the space of two hours. In faith of which, I hereby sign this certificate to all whom it may concern.

"*Cagliara, Sardinia, the* 19*th July*, 1805.

(Signed) "CLAVELLI."

Mr. Scriven continued in the Thunder until Aug. 1807, when he was nominated flag-lieutenant to his friend Rear-Admiral Essington, then holding a command in the grand armament destined against Copenhagen. Shortly after his

return from thence, he was appointed to the Hercule 74, Captain the Hon. John (now Lord) Colville, on the Lisbon station. His subsequent appointments as lieutenant were, Dec. 30th, 1808, to the Vestal 28, Captain Edwards Lloyd Graham, refitting at Woolwich;—Aug. 2d, 1810, to be first of the Pallas 32, Captain the Hon. George Cadogan;—Nov. 12th following, to command the Active cutter, of six guns and twenty-four men, stationed off Flushing, where he was kept constantly on the alert;—Sept. 16th, 1811, to the Arrow schooner, mounting twelve twelve-pounder carronades, with a complement of fifty men;—and, June 4th, 1813, to the Telegraph schooner, of similar force.

On the 8th May, 1812, Lieutenant Scriven drove on shore, near the Penmarks, l'Aigle French cutter privateer, and totally destroyed her prize, a large English West Indiaman. On the 27th Dec. following, after an anxious pursuit of three days, he brought to action and completely silenced le Diligente, a large brig, mounting sixteen twenty-four-pounder carronades and two long twelves, commanded by Mons. Grassin, a member of the legion of honor, and said to have had on board at least 160 men, including a number of American sailors. This formidable privateer, which, availing herself of the Arrow's inferior sailing, escaped into the river Loire, had just before captured H. M. schooner Laura, of twelve guns and 41 men.

On the 30th Jan. 1813, Lieutenant Scriven captured seven and destroyed three French coasting vessels, near Noirmoutier. On the 12th Aug. following, he had the good fortune to make prize of an American armed schooner, the Ellen and Emmeline, laden with silks and other valuable merchandize, from Nantz bound to New York. On the 7th Oct. in the same year he was promoted to the rank of commander, and re-appointed to the Telegraph, then rated a sloop of war. Six days after this, he assisted at the destruction of le Flibustier, French national brig, having on board arms, ammunition, provisions, and money, for the garrison of Santona *.

* See Suppl. Part. III. p. 370, *et seq.*

Commander Scriven was next employed on the Halifax station, where he destroyed the famous American privateer Syren, much superior in force to the Telegraph. This marauder was fallen in with under Cape May, on her return from a six months cruise, with a valuable collection of plunder from many prizes taken and burnt in the British and St. George's Channels. An action of forty minutes, in which the Telegraph sustained no loss, was terminated by the sinking of the enemy.

Commander Scriven was nominated a C. B. in Sept. 1815, and about the same time removed to the Heron 18, the officers of which sloop, on his supercession in July, 1816, presented him with a handsome silver vase, bearing a complimentary inscription. On the 20th Dec. 1817, he was appointed to the Erne 20; and shortly afterwards, he nearly lost his right hand, whilst exerting himself to save that ship from impending destruction, in Dublin bay. On the 1st June 1819, he had the misfortune to be wrecked on one of the Cape Verd Islands, from whence he was conveyed with his officers and crew, in a Portugueze vessel, to Barbadoes. On his return home, in the Columbo transport, Aug. 14th, 1819, he found that his name had been included in the list of officers promoted to post rank only two days before; but owing to the loss of the Erne, for which he appears to have been censured by the sentence of a court-martial, on the 20th of the same month, his commission was cancelled; and he had the mortification to pass the remainder of his days without any further employment.

During the time that this gallant gentleman commanded the Arrow and Telegraph, he captured no less than 5047 tons of the enemy's shipping. In the course of his services he was twice wounded, without reporting it. He is represented by those who knew him as an officer who ever studied the comfort and happiness of his inferiors. Cool in the midst of danger, and never indulging in passion or invective, it was a general observation of his officers and men, "how happy we all are;" and a smile was ever to be seen on the countenance of each. The unfortunate winding up of his professional ca-

reer was naturally attended with the most heart-rending feelings, and served to embitter the last moments of his existence. He died, we believe, at Jersey, after a severe and lingering illness, March 25th, 1824, leaving a widow and four children to lament his loss. Mrs. Scriven is a niece to the late Edward Harris, Esq. a Commissioner of the Navy Board.

WILLIAM RUSH JACKSON, Esq.

Passed his examination, and obtained a lieutenant's commission, in Dec. 1807. He was made a commander on the 20th Oct. 1813.

HENRY LOWCAY, Esq.

Son of a respectable warrant officer, who died at Portsmouth, Feb. 5, 1827, aged 87 years.

Mr. Henry Lowcay entered the royal navy previous to the Spanish armament, and served as midshipman on board the Duke 98, successively commanded by Captains Robert Kingsmill, Robert Calder, and John Knight (and bearing the flags of Vice-Admiral Roddam and Admiral Lord Hood), in 1791 and 1792. On the 27th Aug. in the latter year, he was discharged, by particular desire of his lordship, into the Juno 32, Captain Samuel Hood, then employed in attendance on King George III. at Weymouth, but subsequently as a cruiser in the Channel, where she captured several of the enemy's privateers and other vessels, at the commencement of the French revolutionary war.

The Juno was next ordered to the Mediterranean, and formed part of the squadron under Commodore Linzee, at the capture of St. Fiorenzo, in Corsica, Feb. 19th, 1794 *. Her previous extraordinary escape from Toulon harbour has been described in our memoir of Captain W. H. Webley Parry, Vol. II. Part II. pp. 645—648.

* See Vol. I. Part I. p. 250.

On the 6th Mar. 1794, Mr. Lowcay followed Captain Hood into l'Aigle 36, in which frigate he was present at the reduction of Calvi, a service effected on the 10th Aug. 1794, after a siege of fifty-one days *.

During the whole of 1795, Captain Hood had the command of a small detachment in the Archipelago, for the purpose of protecting the trade, and watching an enemy's squadron of superior force. In April 1796, he was appointed to the Zealous 74, and again followed by Mr. Lowcay, whom we find serving as a volunteer at the attack made by Nelson upon Santa Cruz, in the island of Teneriffe, July 24th, 1797 †. On this occasion, our young officer appears to have had a very narrow escape; the boat under his command having been sunk, and one of her crew killed, by the enemy's first shot. In consequence of this disaster, he was obliged to swim to the shore, under a tremendous fire of round, grape, and musketry; nor was it until after he had repeatedly been washed away from the beach, by the very heavy surf, that he succeeded in effecting a landing. He then joined Captain Hood, and remained by his side, as aide-de-camp, during the whole of the subsequent proceedings.

On the 5th Oct. following, Mr. Lowcay joined the Ville de Paris, first rate, bearing the flag of Earl St. Vincent; by whom, on the 25th Dec. in the same year, he was appointed acting lieutenant of the Culloden 74, Captain Thomas Troubridge.

After the battle of the Nile ‡, we find Mr. Lowcay daily volunteering his services to intercept the enemy's boats attempting to pass from Rosetta to Alexandria, with provisions, letters, &c. Many of them he succeeded in capturing, and the sick and wounded of the British fleet were thus supplied with refreshments which could not otherwise have been procured: he also recovered possession of a quantity of church plate taken from Malta, part of which was afterwards pre-

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* See Vol. I. Part I. p. 252.

† See *id.* note at p. 391, *et seq.*

‡ See Vol. I. Part I. p. 183.

sented to Captain Troubridge by the authorities of that island.

The Culloden was next employed on the coast of Tuscany, and from thence sent to blockade Alexandria, off which port she continued until Mar. 5th, 1799. On her return to Palermo, Captain Troubridge was entrusted with the command of a squadron destined against Procida, Ischia, and Capri; which islands were recovered from the French, and restored to His Sicilian Majesty, before the end of April *. In June following, the same able and gallant officer was selected by Nelson to direct the combined operations then about to be commenced against the fortresses of St. Elmo, Capua, and Gaieta; by the reduction of which the kingdom of Naples was, for a time, "liberated from anarchy and misery." Lieutenant Lowcay having acted as one of his aides-de-camp during those operations, we shall here give his official account of the siege of St. Elmo, together with an outline of his subsequent proceedings:

"*Antigniano, near St. Elmo, July 13th*, 1799.

"My Lord,—Agreeable to your lordship's orders, I landed with the English and Portuguese marines of the fleet, on the 27th June; and after embarking the garrisons of Uovo and Nuovo, composed of French and rebels, I put a garrison in each, and, on the 29th, took post against Fort St. Elmo, which I summoned to surrender. The commandant (Mejan) being determined to stand a siege, we opened a battery of three 36-pounders and four mortars, on the 3d instant, within 700 yards of the castle; and, on the 5th, another, of two 36-pounders. The Russians, under Captain Baillie, opened another battery of four 36-pounders and four mortars, against the opposite angle, intending to storm it in different places as soon as we could make two practicable breaches in the work. On the 6th, I added four more mortars; and on the 11th, by incessant labour, we opened another battery of six 36-pounders within 180 yards of the wall of the garrison, and had another of one 18-pounder and two howitzers, at the same distance, nearly completed. After a few hours' cannonading from the last battery, the enemy displayed a flag of truce, when our firing ceased, and their guns being mostly dismounted, and their works nearly destroyed, the terms of capitulation were agreed to and signed. * * * * * *. The very commanding situation of St. Elmo, rendered our ap-

* See Vol. II. Part II. p. 824, *et seq.*

proaches difficult, or I trust it would have been reduced much sooner. * * *. (Signed) "T. TROUBRIDGE."

"*Right Hon. Lord Nelson, K. B.*
&c. &c. &c."

On this occasion, the loss of the allies amounted to 37 officers and men killed, and 85 wounded. Lord Nelson, in a letter to his commander-in-chief, says, "The very great strength of St. Elmo, and its formidable position, will mark with what fortitude, perseverance, and ability the combined forces must have acted."

The siege of Capua next ensued, and was crowned with equal success. On the 19th July, a party of Swiss, commanded by Colonel Tschudy, some Neapolitan cavalry under General Acton, two corps of infantry under General Bouchard and Colonel Gams, accompanied by the British and Portuguese seamen and marines, began their march from Naples, and were followed by a body of Russians. During that night and the next day, all the troops, &c. arrived at Caserta, and were employed in reconnoitring the ground and erecting batteries: with their head-quarters at St. Angelo. The enemy's force, under General Girardon, consisted of about 1200 French infantry, 50 cavalry, 600 Cisalpines, and 200 rebels. On the 25th, the trenches were opened, with one battery within five hundred yards of the glacis. In private letters to Nelson, Troubridge said,

"Our battery was finished by four o'clock yesterday afternoon, but I did not think it advisable to open until this morning, at half-past three o'clock. After three rounds from the guns and mortars, I sent Hallowell to propose the terms your lordship directed. They answered, they could not surrender, and hardly believed that St. Elmo was taken: nothing but the sight of Mejan's signature could make them believe it. Our batteries are again opening; but the powder is so bad, that the shells hardly breach; many fall short, though not above three hundred toises; I really suspect some treachery. If your lordship could spare us forty casks of our powder it would be very useful for the mortars. If you comply, it will be necessary that some person belonging to us should accompany it, or they will steal one half and change the other. I have moved the camps, to enable us to erect two more batteries in a very commanding situation, within two hundred yards of the work. *July* 26th, 1799, *eight* A. M.—As there is no dependence to be placed on the metal of the Neapolitan

mortars, I submit to your lordship if we had better get our 10-inch sea mortars fitted in land beds. Pray lend us all the spades and iron shovels from the ships; the tools those country people have, work too slow for us. *Nine* P. M.—We gain ground daily. If we can complete the trench to-night, for two batteries of four guns each, I think, with the mortars, to bring the governor to his senses. The difficulty is, to get the workmen to stand a little fire. *July 27th*, 2 P. M.—The French sent out this morning, in their usual way, demanding protection for the *patriots;* I answered, inadmissible, and offered the terms of St. Elmo, and to include Gaieta in the capitulation. They desire until to-morrow morning, to hold a council. *July 28th*,—I have the honor to enclose your lordship a copy of the capitulation. I had gone too far before your letter reached me, at midnight, to insist on Gaieta. The governor offers, if His Sicilian Majesty will let that garrison take their arms, he will give orders for its immediate evacuation. *July 29th*,—There are immense quantities of powder and fine ordnance. Colonel Gams has just sent me word, that he is obliged to form a hundred stratagems to get clear of the Calabrese; these vagabonds have killed sixteen of their officers within this month."

In his official letter, Captain Troubridge expressed himself much indebted to Captains Benjamin Hallowell and James Oswald, to whose abilities and exertions he attributed the reduction of Capua in so short a time, "as they staid night and day in the field to forward the erecting of the batteries." Lieutenant Lowcay was also highly praised. The ordnance, &c. taken at this place amounted to 118 pieces of cannon, 12,000 muskets, 414,000 musket cartridges filled, and 67,848 pounds of gunpowder in casks. In Gaieta, which fortress surrendered by capitulation on the 2d of August, were found 58 battering brass guns, 12 iron ditto, 2 brass field-pieces, and 19 mortars for ramparts.

The subsequent expulsion of the French republicans from the Roman territory has been noticed in Vol. I. Part II. p. 476 *et seq.*, and Vol. II. Part II. p. 829 *et seq*. On the termination of these arduous operations, Lieutenant Lowcay was sent by Captain Troubridge, from Naples, in an open boat, to Palermo, with despatches for Nelson, and the different colours which had been taken from the enemy. The latter he had the honor of presenting to His Sicilian Majesty, and received in return a valuable diamond ring.

The Culloden continued in the Mediterranean until the

summer of 1800, when she returned to England and was put out of commission. Mr. Lowcay's next appointment appears to have been to the Prince of Wales 98, bearing the flag of Sir Robert Calder, in which ship he was present at the capture of two Spanish third rates, July 22d, 1805*. He afterwards served as flag-lieutenant to Rear-Admiral (now Sir George) Martin, at Portsmouth; and in 1810, rejoined Sir Robert, on his assuming the chief command at Plymouth. By the latter officer he was successively appointed acting commander of the Favorite, Sealark, and Achates, sloops; and on the flag of his patron being struck, he obtained his present rank; his commission bearing date Oct. 29th. 1813. His brothers, William and Robert, are lieutenants in the royal navy.

WILLIAM MURLEY, Esq.

Passed his examination in May 1808; and was made a lieutenant on the 29th of the ensuing month. His promotion to the rank of commander took place Oct. 29th, 1813.

MATTHEW JAMES POPPLEWELL, Esq.

Son of the late Mr. Thomas Popplewell, a master in the royal navy. This officer was made a lieutenant on the 22d Jan. 1806; and advanced to his present rank Nov. 6th, 1813.

HENRY BOURNE, Esq.

Passed his examination in Dec. 1807; obtained a commission on the 4th Jan. 1808; and was praised by Captain (now Sir Jahleel) Brenton for his "exemplary conduct and gallantry," as junior lieutenant of the Spartan frigate, under that officer's command, in action with a Neapolitan squadron, May 3d, 1810†. He was made a commander on the 6th Nov. 1813; and granted a pension for wounds, the present amount of which is £150 per annum, Feb. 28th, 1815.

* See Vol. I. Part I. p. 405. † See Vol. II. Part I. p. 268 *et seq*.

THOMAS SYKES, Esq.

Obtained a lieutenant's commission on the 14th Mar. 1799; and was first of the Tartar 32, commanded by Captain George Edmund Byron Bettesworth, when that gallant officer lost his life in action with a Danish flotilla, on the coast of Norway, May 15th, 1808. The particulars of the said engagement are given in the following extract of a letter from an officer on board the Tartar, dated May 20th, 1808:—

"We sailed from Leith on the 10th inst. to cruise off North Bergen and intercept a frigate, said to be in that harbour. We got on the coast on the 12th, but, from the very thick fogs, could not stand in till the 15th, when we made the islands to the westward of Bergen. On our hoisting Dutch colours, there came off twelve Norwegians in two boats, from whom we learnt that the frigate had sailed eight days before, for the East Indies, with three or four ships under her convoy. They took us through a most intricate rocky passage, till within five or six miles of Bergen, when they refused to pilot us any further. It being the captain's intention to reach the town with the frigate and bring off the shipping, among which were three privateers, we anchored in the straits, with springs on our cables, and in the evening, the boats, with the captain, first and third lieutenants, and master, went up to the town, and would probably have cut out an East Indiaman lying under the battery, had not the guard-boat, which was without her, fell in with and fired on the launch, who returned the fire, wounding all their people severely, and took her: this alarmed the enemy on shore, who sounded their bugles, and manned the batteries; and we finding the ships lie within a chain, without which it would be difficult to get them, returned to the frigate, leaving the launch, commanded by Lieutenant Sykes, to watch the enemy. We immediately got the ship under weigh, but from the lightness of the wind, and intricacy of the passage, could not get near Bergen; and when about half way from our anchorage, in a narrow rocky strait, without a breath of wind, and a strong current; in this situation, we were attacked by a schooner and five gunboats, within half gun shot, lying under a rocky point, each mounting two 24-pounders, except the schooner, and manned with troops. They kept up a well-directed fire, hulling us in ten or eleven places, and cutting much our rigging and sails. One of their first shot killed our gallant captain, in the act of pointing a gun. The service has thus lost a most valuable commander, who had attached the whole of his officers and men to him, by the most kind and exemplary conduct. Although the force with which we were engaged was comparatively small, yet when it is known that we were at this time drifting towards the enemy, nearly end on, no wind, a

narrow passage full of rocks, on which we were driving, with no anchorage, under heights manned by their troops, no guns to bear on the boats, and a crew newly impressed, most of whom had never been engaged, it must be confessed to have been a situation in which nothing but the greatest exertions on the part of Lieutenant Herbert Caiger (then commanding), and the rest of the officers, could relieve her. We at length brought our broadside to bear on them; one vessel was sunk, and the rest much shattered. They continued the attack for an hour and a half, and were re-manned, by small boats, during it: at length, a light air sprung up; we wore and stood towards the enemy, getting our bow guns forward, which bore on them, and compelled them to bear up, and row under the batteries of Bergen, where we found it would not be advisable to follow, from the general alarm that had been raised. We now obliged the natives on board to attempt a passage with the ship to the northward, in prosecuting which, we fell in with our launch and picked her up. We passed many difficult passages, through which we boomed the frigate off with spars, and towed her; and, at three, cleared the islands, and stood out for sea. We have preserved the body of our heroic captain, and shall, if possible, also that of Mr. H. Fitzhugh (midshipman), a fine promising youth, who fell at the time the captain did. They are the only killed; we have two men severely wounded, and several slightly. Most of our shot holes are between wind and water."

On the 2d June 1809, Captain Bettesworth's successor addressed an official letter to Rear-Admiral Sir R. G. Keates, of which the following is a copy:—

"Sir,—I have the honor to acquaint you, that on the 15th ult. I chased on shore, near Felixberg, on the coast of Courland, a Danish sloop privateer, of four guns, two of them 12-pounders, on slides, and two long 4-pounders; the crew, 24 in number, landing with their muskets, and being joined by some of the country people, posted themselves behind the sand-hills near the beach. The vessel appearing calculated to do much mischief to the trade, I sent the boats of this ship, under the command of Lieutenants Sykes and Parker, with orders either to bring her off or to destroy her, the former of which they effected with considerable address and activity, and without loss, very soon getting the vessel's guns to bear upon the beach.

"Before the Danes abandoned her, they placed a lighted candle in a 12-pounder cartridge of gunpowder, in the magazine, where there was some hundred weight beside, which was happily discovered by one of our men, who immediately grasped it in his hand, and extinguished it, when it had burnt down within half an inch of the powder; another minute would, in all probability, have been the destruction of every man on board and alongside the vessel;—a dishonorable mode of warfare, necessary to be known, to be properly guarded against. I have the honor to be, &c.

(Signed) "Joseph Baker, Captain."

On the 9th Nov. 1813, Mr. Sykes was promoted to the command of the Recruit sloop, in which vessel he continued during the remainder of the French war. He married Louisa, second daughter of the late W. H. Winstone, of Quidsley House, co. Gloucester, Esq.

THOMAS BRISTOWE YOUNG, Esq.

Was made a lieutenant on the 18th April, 1794; and commander Nov. 24th, 1813.

CHARLES RAYLEY, Esq.

Obtained his first commission in Nov. 1800; and was made a commander, whilst serving on the East India station, Dec. 1st, 1813.

JAMES DALGLEISH, Esq.

Was made a lieutenant on the 25th Aug. 1794, and commander Dec. 4th, 1813. He served for some time as first of the Dryad frigate, Captain Edward Galwey.

MATTHEW CONOLLY, Esq.

Was born at Rochester, July 5th, 1776. He entered the royal navy in Oct. 1787, and served as midshipman and master's-mate on board the Endymion 44, armed *en flûte*, commanded by Lieutenant Joseph Sall; Orion 74, Captains Andrew Sutherland and Charles Chamberlayne; Hyæna 24, Captain William Hargood; Goelan brig, Captain Thomas Wolley; Hannibal 74, Captain John Colpoys; Theseus 74, Captain Robert Calder; and Majestic 74, bearing the flag of Rear-Admiral Benjamin Caldwell; from which latter ship he was promoted into the Terpsichore frigate, Captain Richard Bowen, on the Leeward Islands station, Jan. 15th, 1795.

The Orion formed part of the squadron under Commodore Goodall, when reviewed by King George III., off Plymouth, Aug. 18th, 1789*. In the following year, she accompanied Rear-Admiral Cornish to Barbadoes, where, in consequence of an alarm of fire in the fore-magazine, the greater part of her crew jumped overboard, and several men perished. During the Russian armament, in 1791, she was attached to the fleet under Lord Hood, assembled at Spithead. The Hyæna, after cruising for some time on the Jamaica station, where she took about twenty prizes, at the commencement of the French revolutionary war, was captured, off Hispaniola, by la Concorde frigate, of 44 guns and 340 men. A few days afterwards, the blacks at Cape François having risen *en masse*, and commenced a general massacre of the white inhabitants, Mr. Conolly took advantage of the confusion, and effected his escape to an American brig in the harbour. He then procured the loan of a boat, re-landed, and succeeded in bringing off the whole of his shipmates, with whom he sailed for Jamaica, in an English cartel, during the conflagration of the town.

On the 4th Sept. 1795, Lieutenant Conolly was appointed to his old ship the Theseus, in which, successively commanded by Captains Robert Calder, Herbert Browell, Augustus Montgomery, and John Aylmer, he served on the Channel and Mediterranean stations, until May 20th, 1797. He was then removed to the Irresistible 74, Captain George Martin, off Cadiz. On the 3d July following, he commanded that ship's launch, and had three of his men wounded, in a conflict with the Spanish flotilla, respecting which Messrs. Clarke and M'Arthur, the biographers of Nelson, say:

"As if it had been in the original and true spirit of chivalry, the renowned Sir Horatio Nelson was destined to keep the vigils of his knighthood, during the perilous night of July 3d, 1797, at the mouth of Cadiz harbour. On the evening of that day it had been given out in orders by the commander-in-chief, that all the barges and launches, without exception, with their carronades properly fitted, and plenty of ammunition and pikes, were to be with Admiral Nelson at half-past eight o'clock, on a

* See Vol. II. Part I. note at p. 61.

particular service. The garrison of Cadiz at this time consisted of from 4000 to 4500 men. On the line wall facing the sea, seventy pieces of cannon and eight mortars had been mounted, and near Alameda were four other mortars; from the Capuchins, at the back of the town, to the land point, were three batteries of four guns each. Such was the strength of the forts at Cadiz when Sir Horatio Nelson undertook its bombardment. The transactions of that memorable night were detailed by him in the following official letter to Earl St. Vincent, dated Theseus, July 4th, 1797:

"'In obedience to your orders, the Thunder bomb was placed by Lieutenant Gourly, her present commander, assisted by Mr. Jackson, master of the Ville de Paris, who volunteered his able services, within 2500 yards of the walls of Cadiz; and the shells were thrown from her with much precision, under the direction of Lieutenant Baynes, of the royal artillery; but unfortunately it was soon found that the large mortar had been materially injured by its former services. I therefore ordered her to return under the protection of the Goliath, Terpsichore, and Fox, who were kept under sail for that purpose. The Spaniards having sent out a great number of mortar gun-boats and armed launches, I directed a vigorous attack to be made on them, which was done with such gallantry, that they were driven and pursued close to the walls of Cadiz, and must have suffered considerable loss. I have the pleasure to inform you, that two mortar-boats and an armed launch remained in our possession.'"

Lieutenant Conolly's next appointment was, Dec. 26th, 1797, to the Emerald 36, in which frigate he served under Captains Lord Proby, Thomas Moutray Waller, and James O'Brien, on the Mediterranean and West India stations, until the peace of Amiens. During this period of four years, he assisted at the capture of many prizes, among which were the French privateer Chasseur Basque, taken on the coast of Portugal, Feb. 12th, 1798; three frigates and two brigs of war, captured by a detachment from the fleet under Lord Keith, June 18th, 1799*; and two Spanish frigates, each laden with quicksilver, &c., together with several valuable merchantmen under their convoy, from Cadiz bound to Lima, April 5th, 1800†.

From Jan. 13th, 1802, until April 16th, 1804, Lieutenant Conolly appears to have been on half-pay. At the latter date,

* See Vol. I. Part I. p. 267.

† See Vol. I. Part II. p. 478

he accepted employment in the Sea-Fencible service, under Captain Robert Barton, with whom he served in the Isle of Wight for about four months. His subsequent appointments were, in Aug. 1804, to be first of the Lapwing 28, then commanded by Captain Francis William Fane, but afterwards by Captain Clotworthy Upton, on the Irish station;—July 1805, to the Hind 28, Captain Fane, which ship was employed in almost every part of the Mediterranean, from Gibraltar to the Dardanelles;—and July 1808, to the Cambrian 40, Captain Fane, under whom he continued to serve, principally on the coast of Catalonia, until that officer was taken prisoner, at Palamos, Dec. 13th, 1810 *.

On the 12th and 14th April, 1811, the towns of St. Philon and Palamos were taken possession of, the guns all embarked, and the batteries destroyed, by the Cambrian, then under the command of Captain Charles Ballen, and Volontaire 38, Captain the Hon. George G. Waldegrave. A large settee, deeply laden with grain for the French army at Barcelona, was afterwards "most handsomely cut out from under the Medas Islands by the boats of the Cambrian, led on by Lieutenant Conolly, without a man being hurt †."

We lastly find the subject of this memoir joining the Pomone 38, in which frigate he served as first lieutenant, under Captain Fane and his successor, the late Sir Philip Carteret Silvester, from Jan. 18th, 1812, until Jan. 14th, 1814. In the former year, he appears to have visited Newfoundland, and subsequently Lisbon. His promotion to the rank of commander took place Dec. 4th, 1813.

This officer, some years since, published a work having for its object the establishment of "one universal and uniform system of watching, quartering, and stationing, adapted to all classes of ships." He is also the author of "A System of Great Gun Exercise for the Navy." His brothers, six in number, are all commissioned officers in the army, navy, and royal marines.

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* See Vol. II. Part II. p. 842 *et seq.* † See *id.* p. 598.

ROBERT PILCH, Esq.

Obtained his first commission in Dec. 1796; and commanded the launches of the Bellerophon and Elephant 74's, at the capture of la Decouverte French national schooner, mounting six long 6-pounders and six swivels, with a complement of 52 men, lying in the Caracol Passage, near Cape François, St. Domingo, Nov. 23d, 1803. This service was performed without any loss on the part of the British, though for a short time under a very smart fire from the enemy's great guns and small arms. The French had two men wounded, but none slain.

We next find Lieutenant Pilch mentioned in an official letter, of which the following is a copy:

"*Bellerophon, off Dagerost, Baltic, June 20th,* 1809.

"Sir,—Pursuant to your signal to me of yesterday, I proceeded in H. M. ship under my command off Bango, and at sunset discovered a lugger, apparently armed, and two other vessels at anchor within the islands. Deeming it of importance to get hold of them, I anchored, and detached the boats under the orders of Lieutenant Pilch; and have to acquaint you, that they gained complete possession of the vessels, which being found were of no consequence, and under cover of four strong batteries (not before observed), supported by several gun-boats, were abandoned. It was then judged necessary, to prevent loss in returning, to dash at the nearest battery, mounting four 24-pounders, and, by a muster-roll found, garrisoned with 103 men, which, after an obstinate resistance, was carried in the most gallant manner, the Russians retreating to boats on the other side of the island. The guns were spiked, and magazine destroyed.

"Lieutenant Pilch reports to me the very able assistance he received from Lieutenants Sheridan and Bentham, Lieutenant Carrington, royal marines, and Mr. Mart, carpenter, volunteers; and that more cool bravery could not have been displayed than by the officers and men employed on this service. Considering the resistance met with, and the heavy fire of grape-shot from batteries and gun-boats in the retreat, the loss is comparatively small, being only five wounded. I am, &c.

(Signed) "Samuel Warren, Captain."

"*To John Barrett, Esq. Captain H. M. S. Minotaur.*"

Lieutenant Pilch was made a commander on the 4th Dec. 1813.

WILLIAM HENRY DOUGLAS, Esq.

Son of the late Francis Douglas, Esq. many years a purser in the royal navy; and brother of Captain Francis Douglas, R. N. whose services we have recorded in Suppl. Part II. p. 217 *et seq.*

This officer obtained a lieutenant's commission on the 11th Jan. 1797; commanded the Cracker gun-brig, in action with a division of French gun-vessels, proceeding from Fecamp to Boulogne, July 23d, 1805; and was promoted to his present rank Dec. 4th, 1813. He married, Oct. 29th, 1811, Miss Elizabeth Love Hammick, of Plymouth.

JOHN CHIENE, Esq.

Was made a lieutenant on the 11th Jan. 1797; and presented with the Turkish gold medal, for his services on the coast of Egypt, during the campaign of 1801. He obtained his present rank Dec. 4th, 1813.

JAMES OLIVER, Esq.

Was made a lieutenant into the Alcmene 32, Captain William Brown, June 8th, 1797; and commanded one of the boats of that frigate in a successful attack upon the forts and shipping at Vivero, on the north coast of Spain, July 18th, 1799. The prizes taken on this occasion were la Felicidad, a ship of about 800 tons, pierced for 22 guns, with a cargo of hemp, lower masts, and ship timber; and El Bisarro, brig, laden with timber and iron. On the 26th of the preceding month, he assisted at the capture of the French ship privateer Courageux, pierced for 32 guns, mounting 28, with a complement of 253 men *.

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* *Erratum.*—In Vol. I. Part II. p. 763, line 10, *for* 270 *read* 253; and in James's Naval History, 2d edit. Vol. II. p. 494, *for* William Sandford Oliver, *read* James Oliver.

In 1800, this officer was appointed to the Vlieter 44, stationed in the river Thames, where he continued until the peace of Amiens. In 1804, we find him first lieutenant of the Bacchante 20, Captain (now Sir Charles) Dashwood, by whom he is most handsomely spoken of in an official letter, addressed to the commander-in-chief at Jamaica, of which the following is a copy:—

"*Bacchante, New Providence, April 13th,* 1805.

"Sir,—I have the honor to acquaint you, that on the 3d instant, H. M. ship under my command captured, off the Havannah, His Catholic Majesty's schooner Elizabeth, of 10 guns and 47 men, charged with despatches from the governor of Pensacola, which were thrown overboard previous to her surrendering.

"Having received information that there were three French privateers in the harbour of Mariel, (a small convenient port, a little to the westward of the Havannah,) which had annoyed most considerably the trade of H. M. subjects, transiently passing through the Gulf, I determined, if possible, to rout this band of pirates; for, from their plundering and ill treating the crew of every vessel they met with, most particularly the Americans, they were nothing better. Lieutenants Oliver and Campbell having, in the most handsome manner, volunteered their services on this hazardous occasion, I despatched these excellent officers, accompanied by the Hon. Almericus De Courcy, midshipman, on the evening of the 5th instant, in two boats; and as it was absolutely necessary to gain possession of a round tower near forty feet high, on the top of which were planted three long 24-pounders, with loop-holes round its circumference for musketry, and manned with a captain and thirty soldiers, I gave directions to attack and carry the fort previous to their entering the harbour, so as to enable them to secure a safe retreat. Lieutenant Oliver, the senior officer, being in the headmost boat, finding himself discovered, and as not a moment was to be lost at such a critical period, most nobly advanced, without waiting for his friend, landed in the face, and in opposition to a most tremendous fire, without condescending to return the salutation, mounted the fort by a ladder, which he had previously provided, and fairly carried it by a *coup-de-main* with thirteen men (leaving Mr. De Courcy, with three others, to guard the boat), with an accident to only one brave man, George Allison, wounded. The enemy had two killed and three wounded.

"Lieutenant Oliver, leaving Serjeant Denslow of the marines, with six men, to guard the fort, and having been rejoined by Lieutenant Campbell, dashed on to attack the privateers; but, to his great mortification, found they had sailed the day previous on a cruise; he was, therefore, obliged to be contented with taking possession of two schooners, laden with sugar, which he most gallantly brought away from alongside a wharf, in spite of

repeated discharges of musketry from the troops and militia, who poured down in numbers from the surrounding country.

"I should not have been thus particular in recounting a circumstance which was not attended with ultimate success, were it not to mark my admiration of the noble conduct of Lieutenant Oliver, in so gallantly attacking and carrying a fort which, with the men it contained, ought to have maintained itself against fifty times the number of the assailants: but nothing could withstand the prompt and manly steps taken by that officer and his gallant crew on this occasion: and as, in my humble judgment, the attempt was most daring and hazardous; and, had the privateers been there, I doubt not but success would have attended them; so I humbly solicit the honor of notice to this most gallant officer. I have the honor to be, &c. (Signed) "C. DASHWOOD."

"*To Rear-Admiral Dacres,*
&c. &c. &c."

The credit of this truly gallant exploit has been given, by Mr. James, to the present Commander *Thomas* Oliver: and that author follows up his error by observing, that his nominee was promoted in the course of the same year, for his brave and meritorious conduct *. Lieutenant *James* Oliver was placed by Lord Mulgrave upon the Admiralty list for promotion, and presented with a sword by the Committee of the Patriotic Fund; but, in consequence of the commander-in-chief at Jamaica placing his young nephew in a vacancy to which this gallant officer ought to have been appointed, and the retirement of his lordship from office, he did not obtain a commander's commission until Dec. 4th, 1813; when, instead of being continued in active service, he had the mortification to be placed upon the half-pay list.

On the 14th May, 1805, the subject of this memoir assisted at the capture of a Spanish letter of marque, laden with coffee and bees' wax, from the Havannah bound to Vera Cruz †. He subsequently followed Captain Dashwood into la Franchise 36, and was first lieutenant of that frigate at the siege of Copenhagen, in 1807 ‡; also at the capture of Samana, in the island of St. Domingo, Nov. 11th, 1808 §.

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* See *Nav. Hist.* 2d edit. vol. iv. p. 187, *et seq.*
† See Vol. II. Part I. p. 457. ‡ See Vol. I. Part I. p. 79 *et seq.*
§ See Vol. II. Part I. p. 458.

In the following year, Lieutenant Oliver was successively appointed to the Polyphemus 64, bearing the flag of Vice-Admiral Bartholomew S. Rowley; and to the command of the Decouverte schooner, on the Jamaica station, in which vessel he suffered so serious an injury in his left eye, from arduous and active service, that he was under the necessity of returning to England in 1810. He next joined Sir Edward Pellew, on the Mediterranean station, and was by him appointed to the command of the Carlotta brig, in which vessel he had the misfortune to be wrecked upon the coast of Sicily, where he again lost the sight of his eye, through exertion and fatigue, in saving a quantity of specie. His last appointment was, in 1813, to be first of the Sultan 74, Captain John West, stationed off Toulon. His son, William Brown Oliver, is a lieutenant in the navy, seniority Aug. 25th, 1829.

JOHN EDWARDS (*c*), Esq.

Is a native of London, and was born in 1776. He served nearly thirteen years as midshipman and lieutenant of the Gibraltar 80, and was on board that ship, under the command of Captain Thomas Mackenzie, at the memorable battle of June 1st, 1794. His first commission bears date Nov. 6th, 1798.

We next find Mr. Edwards serving as third lieutenant of the Prince 98, Captain Richard Grindall, at the defeat of the combined fleets of France and Spain, off Cape Trafalgar, Oct. 21st, 1805; and subsequently as first of the Vanguard 74, Captain Alexander Fraser, at the siege of Copenhagen. He afterwards commanded a prison-ship at Portsmouth, and from her was appointed first of the Royal William 84, bearing the flag of Sir Richard Bickerton, at Spithead, early in 1813. His last appointment was to the Barham 74, Captain John W. Spranger, in which ship he was serving, we believe, on the Jamaica station when promoted to the rank of commander, Dec. 4th, 1813.

This officer married, Oct 2d, 1811, the eldest daughter of

Mr. William Nicholson, of Bloomsbury Square, London, chief engineer of the Portsea Island Water-works.

CHARLES CUMBY, Esq.

Knight (2d class) of the Imperial Ottoman Order of the Crescent.

Son of the late Captain David Pryce Cumby, R. N. by his second wife, Susanna, eldest daughter of Robert Mash, of Great Yarmouth, Norfolk, Esq., and half-brother to Captain William Pryce Cumby, R. N., C. B., who succeeded to the command of the Bellerophon 74, on the death of Captain John Cooke, during the memorable battle of Trafalgar *.

This officer was born at Great Yarmouth, Nov. 28th, 1779; and appears to have entered the royal navy, as midshipman on board the Sheerness 44, armed *en flûte*, May 22d, 1790. He was appointed an acting lieutenant on the 28th Nov. 1797; confirmed by the Admiralty in Jan. 1799; and presented with the Order of the Crescent, and a gold medal, for his services under Sir W. Sidney Smith, on the coast of Syria, and during the subsequent campaign in Egypt. We next find him third lieutenant of the Cæsar 80, Captain Sir Richard J. Strachan, at the capture of four French line-of-battle ships, under Rear-Admiral Dumanoir le Pelley, Nov. 4th, 1805 †; and afterwards commanding the Adrian cutter, employed in the Bay of Biscay, where he captured fourteen sail of merchantmen, and otherwise greatly annoyed the enemy's coasting trade. His last appointments were, in 1813, to the Bellerophon, Captain Edward Hawker, and Medway 74, Captain Augustus Brine; from which latter ship he was promoted to his present rank, Dec. 4th, 1813.

Commander Cumby married Sarah, youngest daughter of William Gillard, of Black House, Brixham, co. Devon, Esq.

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* See Vol. II. Part II. pp. 966—972.

† See Vol. I. Part I. p. 289.

NISBET GLEN, Esq.

Was badly wounded while serving as midshipman on board the Leviathan 74, Captain Lord Hugh Seymour, at the battle of June 1st, 1794. He obtained the rank of lieutenant in April, 1799; a commander's commission on the 4th Dec. 1813; and died (after long labouring under insanity, caused by his wounds) in 1824.

ROBERT LOWTHIAN, Esq.

Was made a lieutenant on the 2d Nov. 1799; and promoted to his present rank Dec. 4th, 1813.

JOHN CAMPBELL (*b*), Esq.

Entered the navy in Aug. 1795; and served the whole of his time as midshipman under Captain John Oakes Hardy, in the Thisbe 28, Assistance 50, and St. Albans 64, on the Halifax station, where he witnessed the capture of l'Elisabeth French frigate, by the squadron under Vice-Admiral George Murray, Aug. 28th, 1796. His first commission bears date Oct. 6th, 1801, on which day he was appointed to the Sophie sloop, Captain George Burdett, employed in the British Channel.

We next find Mr. Campbell in the Courageux 74, Captain J. O. Hardy, at the reduction of St. Lucia, June 22d, 1803 *. He afterwards served under Captain (now Sir Charles) Dashwood, in the Bacchante 24, a most active and successful cruiser, on the Jamaica station †; from whence he returned home first lieutenant of the Diana 38, Captain Thomas James Maling, in 1806. From that frigate he was appointed to the Edgar 74, then bearing the flag of Lord Keith, but subsequently a private ship, commanded by Captain James Macnamara, with whom he removed into the

* See Vol. I. Part II. note at p. 481. † See p. 141.

Berwick 74, and continued to serve as senior lieutenant, until obliged to go on shore for the recovery of his health, in July, 1810.

On the 9th and 11th April, 1808, a court-martial was held on board the Salvador del Mundo, in Hamoaze, for the trial of five mutineers of the Edgar, *viz.* Henry Chesterfield, captain of the main-top; John Rowlands, boatswain's-mate; and George Scarr, Abraham Davis, and Joseph Johnston, seamen. It appeared by the evidence of Lieutenant Campbell, that on the 28th of the preceding month, he was acquainted, while in the wardroom, that the ship's company were assembling in a body on the quarter-deck; and on his going there, they demanded with one voice, "Fresh captain and officers," and some of them called out "An answer and no mutiny." After remonstrating with them once or twice, he was obliged to order the marines to be drawn up, and was on the point of directing them to fire, when the sailors thought fit to disperse. The five prisoners were then seized, and put in irons. In their defence, the petty-officers attempted to prove that they were intimidated to go on the quarter-deck by the threats of the ship's company. The sentence passed was as follows:—Chesterfield, to receive 700 lashes round the fleet, and to be kept in solitary confinement two years; Rowlands, 300 lashes; Scarr, 500 lashes, and one year's solitary confinement; and Davis and Johnston, 200 lashes each.

After the re-establishment of his health, Lieutenant Campbell served as first of the Tigre 74, Captain John Halliday (now Vice-Admiral Tollemache); and San Josef 110, bearing the flag of Lord Keith, then commander-in-chief of the Channel fleet. In the autumn of 1813, he was successively appointed, by the latter officer, acting commander of the Sparrow and Lyra sloops, employed on the north coast of Spain*. While in the former vessel, he appears to have been charged with the blockade of Santona, previous to the storming of St. Sebastian, on which memorable occasion he

* See Suppl. Part III. p. 146.

also served under the orders of Sir George R. Collier *. His promotion to the rank of commander took place Dec. 6th, 1813.

EDWARD WHYTE, Esq.

Was made a lieutenant on the 2d May, 1804, and commander Dec. 6th, 1813 †.

ROBERT WALKER, Esq.

Obtained a lieutenant's commission on the 30th Dec. 1808. He served as second of the Piedmontaise frigate, Captain Charles Foote, at the capture of Banda Neira, and on that occasion was "among the foremost in the escalade ‡." His advancement to the rank of commander took place Dec. 8th, 1813.

CHARLES ANTHONY, Esq.

Was made a lieutenant in 1800; and presented with the Turkish gold medal, for his services during the Egyptian campaign, in 1801. We next find him accompanying Sir James Lucas Yeo to the Canadian Lakes, where he served as first of the Wolfe 23, bearing that officer's broad pendant, from May, 1813, until his promotion to the rank of commander, Dec. 29th in the same year. On the 8th June, he commanded some gun-boats at the capture of an American post near the head of Lake Ontario, from which the enemy was driven, with the loss of all his camp equipage, provisions, stores, &c. On the 13th and 19th of the same month, he assisted at the capture of two dépôts of provisions, and several small vessels, laden with supplies for the invading army.

* See Vol. II. Part II. p. 529 *et seq.*

† *Erratum* in James's Nav. Hist. 2d edit. Vol. VI. p. 97, line 20, *for* Edward *read* Nicholas Charles.

‡ See Vol. II. Part II. p. 508.

In Aug. and Sept. following, he was thrice engaged with the squadron under Commodore Chauncey*. On the 6th May, 1814, he commanded the Star brig, and "behaved much to Sir James Yeo's satisfaction," at the attack and capture of Oswego †.

Commander Anthony is now, we believe, Governor of the House of Correction at Preston, to which situation he was appointed in Oct. 1827.

JOHN KAINS, Esq.

Was made a lieutenant in July, 1807, and promoted to his present rank, while serving as first of the Warrior 74, Captain Lord Torrington, Jan. 8th, 1814. On the 13th July in the preceding year, he commanded that ship's launch, and displayed great bravery, at the capture of a Danish national lugger, mounting three six pounders, under a heavy fire of musketry from the shore, to which her crew had escaped after setting her on fire. On the 30th Nov. following, he had the honor of steering the boat which conveyed H. S. H. the Prince of Orange (now King of Holland) from the Warrior to the Dutch shore ‡.

Commander Kains married, Feb. 2d, 1814, Miss Gold, of Gillingham, co. Kent.

JOSHUA KNEESHAW, Esq.

Obtained the rank of lieutenant in Sept. 1800; and lost the hired armed cutter Georgiana, on the banks near Honfleur, whilst employed in reconnoitring the enemy's force up the river Seine, Sept. 25th, 1804. We next find him commanding the Martial gun-brig, attached to the Walcheren expedition; and subsequently the Piercer, a similar vessel, forming part of the Heligoland squadron, under the orders of

* See Suppl. Part IV. pp. 90—93. † See Suppl. Part II. p. 216.
‡ See Vol. I. Part II. p. 663.

Captain Arthur Farquhar, by whom the following mention is made of him in an official despatch announcing the fall of Gluckstadt, Jan. 5th, 1814:

"To Lieutenants Kneeshaw and Sir George Keith every praise is due, for their able support during the bombardment. Lieutenant Kneeshaw, who will have the honor of carrying home this despatch, is an officer of great merit—his attention to his duty since he has been under my command, claims my warmest approbation. He is an old officer, and has lost his right arm in the service of his country *".

On the 12th Jan. 1814, the day of his arrival at the Admiralty, Mr. Kneeshaw was promoted to the rank of commander, and re-appointed to the Piercer, then rated a sloop of war. In the following year he commanded the Censor 14. The present amount of his pension (originally granted in Oct. 1802) is 200*l.* per annum.

SAMUEL RADFORD, Esq.

Obtained his first commission on the 18th Aug. 1806; served on board the Aboukir 74, Captain George Parker, during the Walcheren expedition; and was thus spoken of in the London Gazette, June 5th, 1810:—

"Vice-Admiral Douglas has transmitted to John Wilson Croker, Esq. a letter from Captain Farquhar, of H. M. ship Desirée, giving an account of an attack made on the night of the 29th ultimo, by the boats of that ship, with those of the Quebec 32, Britomart sloop, and Bold gun-brig, under the directions of Lieutenant Samuel Radford, of the Desirée, upon some armed vessels lying in the Vlie; one of which, a French lugger, of six guns and 26 men, was driven on shore and burnt; the following vessels were captured and brought out:—viz. a French lugger, of 12 guns and 42 men; a schuyt privateer, of 4 guns and 17 men; a Dutch gun-boat; and a small row-boat. Captain Farquhar highly commends the good conduct of Lieutenant Radford, and the other officers and men employed on this occasion. No loss was sustained on our part: the enemy had one man killed, and three wounded."

On the 12th Dec. 1811, the boats of the Desirée, under the command of Lieutenant Radford, captured le Brave

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* See Suppl. Part III. p. 392.

French privateer, of 14 guns and 60 men, near the island of Schelling:—"this service," says Captain Farquhar, "was performed with much judgment." In Sept. 1813, Mr. Radford commanded the boats of the Heligoland squadron (acting in conjunction with a flotilla under Lieutenant Charles Haultain) in an attempt to capture or destroy eight Danish gun-vessels, lying at Busum, a small and intricate harbour near the mouth of the Elbe. He was promoted to his present rank on the 22d Jan. 1814; appointed to the Nimrod sloop, of 20 guns, Sept. 18th, 1828; and presented with the following address in the spring of 1832:

"*To Commander Samuel Radford, of H. M. S. Nimrod, stationed in the river Shannon.*"

"The Address of the Magistrates and Gentlemen in the vicinity of the above station.

"Sir,—The blessings of peace being at length felt on those shores, for the protection of which His Majesty's ship Nimrod, under your command, was stationed in the river Shannon (and the fruits of your active, judicious and unremitting exertions being manifested in the security which has so mainly resulted therefrom),—we hasten to assure you of our unfeigned regret, that the regulations of the service should render your removal necessary, and thus deprive us of your effective and valuable services. Your excellent arrangements, and unceasing vigilance, in the discharge of the important duties which devolved upon you as an officer and a magistrate, by preventing the fearful disorders which prevailed in Clare from reaching the opposite coast, justly entitle you to our warmest gratitude; and although your services here are no longer deemed requisite, tranquillity being for the present restored, we entertain a hope, that should events once more require the presence of a ship of war in the Shannon, your intimate knowledge of the localities of the country, the complete success of the enterprise committed to you, and the admirable conduct and discipline of the officers and men under your command, will point you out to His Majesty's Government as the fittest person to entrust with a similar commission. We now reluctantly take our leave of you, sincerely wishing that health, happiness, and prosperity may accompany you in your honorable career; and beg to subscribe ourselves Your obliged friends and well-wishers.

[Here follow about sixty signatures.]

JAMES GROVES, Esq.

Was made a lieutenant on the 1st of June, 1802; and served as such under Sir Home Popham, in the Romney 50,

Diadem 64, and Venerable 74; on the East India station, at the capture of the Cape of Good Hope and Buenos Ayres; at the reduction of Walcheren, and on the north coast of Spain. He subsequently accompanied Sir James Lucas Yeo to Canada, and was serving on the Lakes when promoted to his present rank, Feb. 14th, 1814.

This officer married, Nov. 14th, 1825, Susan Isabella, second daughter of the late Mr. John Harington, of Penzance.

THOMAS FORSTER, Esq.

Was made a lieutenant in July, 1807; and promoted to the command of the Kite sloop, Feb. 16th, 1814. He died at Southend, co. Essex, Dec. 14th, 1827, aged 41 years.

JOSEPH GAPE, Esq.

Son of a clergyman and magistrate, resident at St. Albans, co. Herts.

In Aug. 1809, we find this officer serving as midshipman of the Amphion frigate, Captain William Hoste, at the capture and destruction of six gun-boats and seven merchant vessels, in the port of Cortelazzo, situated between Venice and Trieste *. He was also employed in her boats at the capture of the town of Grao, and 25 vessels with valuable cargoes, June 29th, 1810 †. His first commission bears date Mar. 19th, 1811; and he appears to have obtained his present rank, while serving as flag-lieutenant to Rear-Admiral William Brown, on the Jamaica station, Feb. 16th, 1814. From that period until Oct. 1815, he commanded the Snake sloop, of 18 guns.

* See Suppl. Part IV. p. 191 *et seq.*

† See Vol. III. Part II. p. 413, *et seq.*

ROBERT SMITH, Esq.

Son of the late Mr. Smith, carpenter in the royal navy.

This officer obtained his first commission on the 24th Aug. 1807; and was senior lieutenant of the Eurotas 38, Captain (now Sir John) Phillimore, in the severe action between that ship and la Clorinde French frigate, Feb. 25th, 1814*. He was advanced to his present rank on the 4th of the following month.

Commander Smith married, June 26th, 1818, Miss Seeds, daughter of a medical practitioner.

NICHOLAS JAMES CUTHBERT DUNN, Esq.

Was made a lieutenant on the 22d Jan. 1806; promoted from the Tenedos frigate, Captain Hyde Parker, to the command of the Indian sloop, Mar. 9th, 1814; and appointed an inspecting commander in the coast guard, Dec. 31st, 1820.

SIR GEORGE MOUAT KEITH, Bart.

Obtained the rank of lieutenant on the 12th Aug. 1801; and commanded the Protector gun-brig, at the capture of the Cape of Good Hope, in Jan. 1806. His next appointment was, Mar. 19th, 1808, to the Redbreast, a similar vessel, on the North Sea station. In 1813, and the beginning of 1814, we find him very actively employed under the orders of Captains John M'Kerlie and Arthur Farquhar; particularly at the sieges of Cuxhaven and Gluckstadt †. His commission as commander bears date Mar. 16th, 1814; on which day he was re-appointed to the Redbreast, then rated a sloop of war.

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* See Suppl. Part I. p. 245, *et seq.*

† See Suppl. Part III. pp. 190, 251, and 392.

This officer's eldest son died at Sierra Leone, of the African fever: his eldest daughter is married to John Frederick Ellerton, Esq. of the Hon. E. I. Company's civil service.

ROBERT MILBORNE JACKSON, Esq.

Was made a lieutenant on the 26th Nov. 1808; and served for some time as second of the Bustard sloop, Captain John Duff Markland, under whom he assisted at the capture and destruction of many vessels, on the Mediterranean station *. In Oct. 1813, he was appointed first of the Hebrus 36, Captain Edmund Palmer; and on the 27th Mar. following, we find him assisting at the capture of l'Etoile French frigate, after an obstinate contest, in which the enemy had 110, and the British 38, officers and men killed and wounded †. On the 31st of the same month, he was promoted to the rank of commander; and on the 15th Oct. 1829, appointed to the Hyacinth 18, in which sloop he served on the West India station until Mar. 14th, 1831.

This officer married, Oct. 11th 1814, Elizabeth, youngest daughter of Mr. John Hodges, of Hill House, Tooting, Surrey.

SAMUEL TREVOR DICKENS, Esq.

Was made a lieutenant on the 4th Aug. 1806; and promoted from the Ocean 98, Captain Robert Plampin, to the command of the Badger sloop, on the Mediterranean station, April 5th, 1814. He married Miss Isabella Craven, of Colchester.

THOMAS DELAFONS, Esq.

Obtained a lieutenant's commission in Sept. 1794; commanded the Nimble cutter in 1805; and was promoted to his

* See Suppl. Part II. p. 355.

† See Suppl. Part I. p. 215 *et seq.*

present rank, whilst serving as principal agent for transports, on the north coast of Spain, April 28th, 1814. Mrs. Delafons died in April, 1816.

ADAM BROWN, Esq.

Obtained his first commission in April, 1811; and was serving as flag-lieutenant to Rear-Admiral William Brown, when promoted, by that officer, to the command of the Sapphire sloop, on the Jamaica station, April 28th, 1814. He died in 1828.

BOURCHIER MOLESWORTH, Esq.

Was made a lieutenant in Oct. 1805; and promoted from the Royal Charlotte yacht (Captain Thomas Eyles) to the rank of commander, May 16, 1814.

JOHN JORDAN ARROW, Esq.

Was made a lieutenant in Aug. 1807; promoted to his present rank, whilst serving as first of the Jason frigate, Captain the Hon. James W. King, May 16th, 1814; and appointed an inspecting commander in the Coast-Guard service in Jan. 1820. He married Miss Kew, of New Palace Yard, Westminster.

FRANCIS EDWARD SEYMOUR, Esq.

Eldest son of the late Colonel Seymour, and grandson of Lord Francis Seymour, Dean of Wells, the fourth son of Edward, eighth Duke of Somerset.

This officer was born at London, Sept. 2d, 1788; and entered the royal navy, as midshipman on board the Malta 80, Captain Albemarle Bertie, in July 1801. We next find him, during the short peace of Amiens, joining the Leander 50, fitting out for the flag of Sir Andrew Mitchell, com-

mander-in-chief on the North American station. In Feb. 1805, he assisted at the capture of la Ville de Milan, French frigate; and recapture of the Cleopatra 32 *. Towards the close of the same year, he followed Captain (now Sir John) Talbot into the Centaur 74, then about to return home from Halifax; and he appears to have continued in that ship, as petty-officer and lieutenant, until the end of 1808. His first commission bears date Oct. 3d, in that year.

On the 25th Feb. 1806, Mr. Seymour assisted at the capture of four French 40-gun frigates; the Centaur then bearing the broad pendant of Sir Samuel Hood, whose flag, as a rear-admiral, was hoisted on board the same ship, before Copenhagen, Oct. 2d, 1807. He afterwards witnessed the occupation of Madeira, by a squadron under the command of Sir Samuel, and a military force commanded by Major-General Beresford †. On the 26th Aug. 1808, three men were killed, and twenty-seven officers, seamen, and marines wounded on board the Centaur, in action with the Sewolod, a Russian 74, the destruction of which ship is noticed in Vol. II. Part II. p. 649 *et seq.*

Mr. Seymour's next appointment was to the Frederiksteen 32, in which frigate, successively commanded by Captains Thomas Searle, Joseph Nourse, and Francis Beaufort, and latterly employed in a most interesting survey of the south coast of Asia-Minor, he continued for about a period of four years ‡. On the 16th Nov. 1813, he was appointed to the Granicus 36, Captain William Furlong Wise, under whom he served until our present most gracious monarch hoisted the royal standard on board the Jason frigate, and condescended to appoint him his flag-lieutenant, in April 1814. After accompanying King Louis XVIII. to Calais, he was promoted to his present rank, by commission dated May 16th, 1814 §. We lastly find him serving as an inspecting commander of the coast-guard, at Aldborough, in Suffolk, which appointment he appears to have received in April 1828.

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* See Vol. I. Part II. p. 744.
† See Suppl. Part II. p. 416 *et seq.*
‡ See Suppl. Part II. pp. 86—94.
§ See Vol. I. Part I. p. 10.

Commander Seymour married, Feb. 4th, 1815, Elizabeth, daughter of the late Charles Cooke, of Bath, Esq., by whom he has issue one son and two daughters.

EDWIN JAMES, Esq.

Was made a lieutenant in Dec. 1799; and presented with the Turkish gold medal, for his services on the coast of Egypt, during the campaign of 1801. We next find him serving as first of the Union 98, in which ship, successively commanded by Captains Samuel Hood Linzee, William Kent, and Robert Rolles, he continued from Mar. 1812 until advanced to the command of a prize brig, at Genoa, May 17th, 1814.

On the 3d June, 1812, Andrew Abchurch, ordinary seaman on board the Union, then on her passage from Plymouth to the Mediterranean, sent word to Captain Linzee, through the first lieutenant, that he wished to speak to him. Captain Linzee went upon the quarter-deck with Mr. James, to hear what he had to say, when Abchurch, in a low tone of voice, said there was a mutiny in the ship. On the captain asking what he said, he replied "There is a mutiny in the ship—take that—I am the man;" and at the same instant plunged a knife into his commander's breast. The blow was evidently aimed at the heart; but either from Captain Linzee suddenly turning, or from the confusion of the assassin, the knife penetrated obliquely between the sixth and seventh ribs three inches deep, struck the breast bone, and then turned to the right side instead of the left. The man was instantly secured; and on the arrival of the ship at Lisbon (into which port it was necessary to go, for the preservation of Captain Linzee's life) he was tried by a court-martial, sentenced to death, and executed. He was repeatedly urged, in the most solemn manner, by the chaplain of the Union, to declare what his motives were for attempting so atrocious a deed, and he unequivocally declared he never had received any sort of treatment from Captain Linzee which could justify it; but that a sudden thought came into his mind that he

must commit murder, and he then determined to do so on the captain, to which he thought he must have been instigated by the devil. He exculpated his shipmates, not one of whom, he said, had the slightest knowledge of his intention; and added, that he should die in peace if his intended victim would forgive him.

The necessity of being kept in a tranquil state, compelled Captain Linzee to resign his command; and he consequently returned home in the Sabrina sloop of war. His successor, Captain William Kent, died on board the Union, off the mouth of the Rhone, Aug. 29th, 1812.

DAVID MAPLETON, Esq.

Was made a lieutenant on the 10th May, 1804. In 1806, he served as second of the Pallas frigate, Captain Lord Cochrane, by whom honorable mention is made of him in two official letters, addressed to Vice-Admiral Thornbrough, of which the following are copies:

"*H. M. S. Pallas, St. Martin's Road, Isle Rhé, May 10th*, 1806.

"Sir,—The French trade having been kept in port of late, in a great measure by their knowledge of the exact situation of H. M. cruisers, constantly announced at the signal posts, it appeared to me to be some object, as there was nothing better in view, to endeavour to stop this practice. Accordingly the two posts at la Pointe de la Roche were demolished; next, that of Cahola; then two in l'Ance de Repos; one of which, Lieutenant Haswell, and Mr. Hillier the gunner, took in a neat style from upwards of one hundred militia.

"The marines and boats' crews behaved exceedingly well; all the flags have been brought off, and the houses built by government burnt to the ground.

"Yesterday, too, the zeal of Lieutenant Norton, of the Frisk cutter, and Lieutenant Gregory, of the Contest gun-brig, induced them to volunteer to flank the battery on Point d'Equillon, while we should attack it by land in the rear; but it was carried at once; and one of fifty men, who were stationed to the three thirty-six-pounders, was made prisoner, the rest escaped. The battery is laid in ruins, the guns are spiked, carriages burnt, barrack and magazine blown up, and all the shells thrown into the sea. The signal post of l'Equillon, together with the house, shared the fate of the gun carriages; the convoy got into a river beyond our reach.

" Lieutenant Mapleton, Mr. Sutherland the master, and Mr. Hillier, were with me, who, as they do on all occasions, so they did at this time, whatever was in their power for His Majesty's service.

" The petty officers, seamen, and marines, failed not to justify the opinion that there was before reason to form; yet it would be inexcusable were not the names of the quarter-masters, Carden and Casey, particularly mentioned, as men highly deserving any favour that can be shown in the line to which they aspire. I have the honor to be, &c.

(Signed) " COCHRANE."

" *H. M. S. Pallas, off the Island of Oleron, 14th May.*

" Sir,—This morning when close to l'Isle d'Aix, reconnoitring the French squadron, it gave me great joy to find our late opponent, the black frigate*, and her companions, the three brigs†, getting under sail; we formed high expectation that the long wished for opportunity was at last arrived.

" The Pallas remained under topsails by the wind to await them; at half-past eleven a smart point-blank firing commenced on both sides, which was severely felt by the enemy. The main-top-sail yard of one of the brigs was cut through, and the frigate lost her after-sails. The batteries on l'Isle d'Aix opened on the Pallas, and a cannonade continued, interrupted on our part only by the necessity we were under to make various tacks to avoid the shoals, till one o'clock, when our endeavour to gain the wind of the enemy, and get between him and the batteries, proved successful; an effectual distance was now chosen—a few broadsides were poured in—the enemy's fire slackened;—I ordered ours to cease, and directed Mr. Sutherland, the master, to run the frigate on board, with intention effectually to prevent her retreat, by boarding.

" The enemy's side thrust our guns back into the ports; the whole were then discharged; the effect and crush were dreadful; their decks were deserted; three pistol shots were the unequal return.

" With confidence I say, that the frigate was lost to France, had not the unequal collision tore away our fore-top-mast, jib-boom, fore and main-top-sail-yards, sprit-sail-yard, bumpkin, cathead, chain-plates, fore-rigging, fore-sail, and bower anchor, with which last I intended to hook on; but all proved insufficient. She was yet lost to France, had not the French admiral, seeing his frigate's fore-yard gone, her rigging ruined, and the danger she was in, sent two others to her assistance.

" The Pallas being a wreck, we came out with what little sail could be set, and H. M. sloop the Kingsfisher afterwards took us in tow.

" The officers and ship's company behaved as usual; to the names of Lieutenants Haswell and Mapleton, whom I have mentioned on other occasions, I have to add that of Lieutenant Robins, who has just joined. I have the honor to be, &c. (Signed) " COCHRANE."

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* La Minerve 40. † Lynx, Palinure, and Sylphe.

In effecting the destruction of the enemy's signal posts, the Pallas had two seamen and one marine slightly wounded. In her gallant action with the French frigate and brigs, one marine killed, one midshipman, Mr. Andrews, very badly wounded, and four seamen slightly. In a former despatch, when reporting the capture of la Tapageuse corvette, and the destruction of three other French national vessels, her heroic captain informed Vice-Admiral Thornbrough, that "the absence of Lieutenant Mapleton was to be regretted, as he would have gloried in the expedition with the boats."

From the Pallas, Mr. Mapleton followed Lord Cochrane into the Imperieuse 38; and on the 6th Jan. 1807, we find him volunteering his services to bring out with her boats whatever vessels might be found in the basin of Arcasson. "As a preliminary step," says his lordship, "he attacked Fort Roquette, which was intended for the defence of the entrance. A large quantity of military stores was destroyed, four 36-pounders, two field-pieces, and a thirteen-inch mortar were spiked, the platoons and carriages burnt, and the fort laid in ruins. The Hon. William John Napier and Mr. Houston Stewart, midshipmen, accompanied Lieutenant Mapleton; and Mr. Gilbert, the surgeon's first assistant, embraced the opportunity to shew his zeal even in this affair, so foreign to his profession. I am happy to add, that as it was well conducted, so it was accomplished without any loss."

Between Dec. 15th, 1806, and Jan. 7th, 1807, Lieutenant Mapleton assisted at the capture and destruction of three French transports and twelve merchant vessels, the latter laden with wine, resin, butter, cheese, &c.

During the summer of 1807, the Imperieuse cruised off Brest, under the *pro-tempore* command of Captain Alexander Skene. On the 12th Sept. in the same year, Lord Cochrane having then re-joined her, she sailed from Portsmouth, with the Mediterranean trade in company. On the 31st July, 1808, the castle of Mongat, an important post, commanding a pass in the road from Barcelona to Gerona, was taken possession of by her marines; and 71 French soldiers, including

two commissioned officers, killed, wounded, and made prisoners. By the immediate destruction of this fortification, and the blowing up of rocks in various places, the road was rendered impassable to the enemy's artillery, required for the siege of Gerona. On the 28th Sept. following, his Lordship reported the destruction of the newly constructed semaphoric telegraphs at Bourdique, Pinede, St. Maguire, Frontignan, Canet, and Foy, together with their guard houses, fourteen barracks of the gens-d'armes, a battery, and a strong tower upon the lake of Frontignan. "Lieutenant Mapleton," (then first of the Imperieuse,) says Lord Cochrane, "had the command of those expeditions; Lieutenant Urry Johnson had charge of the field-pieces; and Lieutenant Hoare of the royal marines. To them, and to Mr. Gilbert, assistant-surgeon; Mr. Burney, gunner; and Messrs. Stewart and Stovin, midshipmen, is due whatever credit may arise from such mischief; and for having, with so small a force, drawn about 2,000 troops from the important fortress of Figueras, in Spain, to the defence of their own coast. The conduct of Lieutenants Mapleton, Johnson, and Hoare, deserves my best praise." Other services performed by the Imperieuse, on the Mediterranean station, will be found noticed in Vol. III. Part I. pp. 262—265.

Mr. Mapleton's next appointment was, Feb. 19th, 1811, to the Edinburgh 74, in which ship he served as first lieutenant, under Captains Robert Rolles and the Hon. George H. L. Dundas, until advanced to the command of a French national brig, taken at Genoa, in April, 1814. Previous to his promotion, he had distinguished himself on various occasions, particularly at the capture of a French convoy lying in the mole of D'Anzo, Oct. 5th, 1813; at the unsuccessful attack upon Leghorn, in the month of December following; and during the operations against Genoa and its dependencies, in March and April, 1814. On the 18th of the latter month, Captain Sir Josias Rowley, commanding the Anglo-Sicilian naval force, informed Sir Edward Pellew (now Viscount Exmouth) that "that active officer, Lieutenant Mapleton, of the Edinburgh," he was sorry to say, had been wounded,

"while on service with the army," under Lord William Bentinck *.

WILLIAM GEORGE CARLILE KENT, Esq.

Second son of the late John Kent, Esq. Steward of the Royal Naval Hospital at Plymouth, who was appointed to that situation by Earl St. Vincent, in 1803; at which period he had served as a purser in the navy upwards of twenty years. Some genealogical particulars of his family will be given in our memoir of his eldest son, Commander Bartholomew Kent.

The subject of the present sketch is a native of Lanarkshire, N. B., and was born about the year 1788. He commenced his naval career in July, 1798, as midshipman on board le Tigre 80, commanded by Sir W. Sidney Smith, with whom we find him successively proceeding to Constantinople, the coast of Egypt, and St. Jean d'Acre. During the memorable siege of that Syrian fortress, by the French army under Napoleon Buonaparte, he appears, although so very young, to have been employed on shore; and we are told that he was with Captain Wilmot, of the Alliance 20, when that gallant officer was shot by a rifleman, whilst mounting a howitzer on the north-east angle of the town wall, April 8th, 1799 †.

In March, 1800, after having witnessed a variety of important operations on the Egyptian coast, Mr. W. G. C. Kent was removed to the Theseus 74, Captain John Stiles, under whom he served at the blockade of Genoa, and returned home in the month of November following. He then joined the Atlas 98, Captain (afterwards Admiral) Theophilus Jones, in which ship, attached to the Channel fleet, he continued until Jan. 1802. He shortly afterwards sailed for the East Indies and New South Wales, in the Buffalo storeship, commanded by his uncle, Captain William Kent; and if we mistake not, he received an order from Governor

* See Vol. II. Part I. pp. 423—430. † See Vol. I. Part I. p. 301.

Phillip Gidley King, to act as lieutenant of the same vessel, in Oct. 1805. His first commission, however, was not signed by the Admiralty until May 17th, 1809.

On the 13th of August, 1806, Commodore William Bligh, then just arrived from England, read his commission, and superseded Governor King in the command of New South Wales and its dependencies. In January, 1807, he appointed Mr. W. G. C. Kent, acting first lieutenant of the Porpoise store-ship, Captain John Putland; and in May following, to the command of the colonial armed brig Lady Nelson, then about to be employed in removing the settlers from Norfolk Island to the Derwent and Port Dalrymple. His subsequent conduct towards this young officer will be seen by the following minutes of a court martial assembled on board H. M. S. Gladiator, at Portsmouth, in Jan. 1811:—

"The Admiralty order for assembling the court-martial, dated the 31st Dec. 1810, being read, and the members sworn in, the Court proceeded upon the trial of Lieutenant William George Carlile Kent, late acting commander of H. M. ship the Porpoise, and senior officer in the command of H. M. ships and vessels on the coast of New South Wales, during the suspension of Captain William Bligh, late governor of that territory, and commodore commanding H. M. ships and vessels there, on the following charges exhibited against him by the said Captain William Bligh.

"CHARGES.

"First, That the said William Bligh having, on the 29th day of March, 1808, while such senior officer, given the said Lieutenant William Kent a commission, or order, appointing him acting commander of His Majesty's ship the Porpoise, in pursuance of which he took the command of the said ship; the said Lieutenant Kent did, on or about the 19th day of April, 1808, without any order from the said William Bligh, who was then such senior officer, or any other person duly authorized to give such order, sail with the said ship from Port Jackson, where she was then lying, and quitted his station there.

"Second, That the said Lieutenant Kent, having returned with the said ship to Port Jackson, and received a written order from the said W. Bligh, then being such senior officer, dated on or about the 30th day of July, 1808, to hoist and wear his broad pendant on board His Majesty's ship Porpoise, he did, on or about the 1st day of November, 1808, without any order from the said William Bligh, who was then such commodore and senior officer, strike such pendant, and again sail from the said port with the said ship, and quitted his station there. The said Lieutenant Kent, on the several occasions mentioned in this and the preceding article, acting

not only without the order of the said William Bligh, but in concert with, and under the order of, the persons who had with the knowledge of the said Lieutenant Kent, illegally and by force dispossessed the said William Bligh of the government of New South Wales, whereto he had been appointed by His Majesty, and usurped the government of the colony, and who then kept the person of the said William Bligh in a state of illegal confinement at Port Jackson.

"Third, That Lieutenant James Symons, who had the command of the Lady Nelson tender, and was borne on the books of the Porpoise, having been, on or about the 1st of September, 1808, ordered by the said Lieutenant Kent, then commanding the said ship Porpoise (in pursuance of directions from the said William Bligh), to join the Lady Nelson, and not having obeyed such order, but in disobedience thereto having, on or about the 13th day of April, 1808, without any authority discharged himself from and quitted the King's service, the said Lieutenant Kent being apprized thereof, did not do his endeavour to apprehend and bring to punishment the said Lieutenant James Symons for his said offence, but neglected to do so, and permitted him to sail from Port Jackson to England, with despatches from the persons who had so usurped the government of the colony. (Signed) "Wm. Bligh."

"The above charges, as also Captain Bligh's order to command the Porpoise, as senior captain, and an order from him to hoist and wear a broad pendant, being read, the prosecutor proceeded to produce evidence in support of the charges.

"*Mr.* Edmund Griffin, *Secretary to Captain Bligh, called in and sworn.*

"Q. What situation did you hold in New South Wales?—A. Secretary to Governor Bligh, and as commodore also.

"Q. At what period, and by whom, was I dispossessed of my government?—A. By Colonel Johnstone, on the 26th of January, 1808.

"Q. Lieutenant Kent was then absent from Sydney on service?—A. He was.

"Q. How soon did he return, and call on me?—A. To the best of my recollection, on the 29th March, 1808.

"Q. Did I then communicate to him my situation, and give him any directions or not, respecting the mooring of His Majesty's ship Porpoise?—A. Governor Bligh did communicate in my presence his then situation, and directed Lieutenant Kent to go on board the Lady Nelson (tender to the Porpoise) and take care to do his duty. There was a conversation at the time on the subject.

"Q. Did I then tell him he was not to obey any orders but those he received from me?—A. Yes.

"Q. What answer did he make?—A. He said he was perfectly sensible he could not obey any orders but those of Governor Bligh, as commodore, or to that effect.

" Q. Did I afterward send him an order, appointing him commander of the Porpoise?—A. Yes; it was sent to Major Johnstone for that purpose. He refused to deliver it, unless Governor Bligh would agree to certain terms.

" Q. Do you know from Mr. Kent whether he received it?—A. I cannot charge my recollection. I think he did, on the next day after his taking the command.

" Q. Did I not refuse to accede to the terms of Major Johnstone?—A. Yes.

" Q. Did Mr. Kent, in fact, take the command of the ship?—A. The ship was down the harbour. He certainly did take the command on the 13th of April, 1808.

Q. Is this a copy of his commission?—A. Yes.

[Order to command the Porpoise read, and admitted by the Prisoner.]

" Q. Was the ship then stationed at Port Jackson?—A. Yes.

" Q. Did Lieutenant Kent afterwards, on the 19th of April, sail and quit that station?—A. She was half-way down the harbour, and not there next day.

" Q. Had he any order from me for that purpose?—A. No, not to my knowledge.

" Q. In your situation as secretary, must you, or must you not, have known it, if he had?—A. Certainly I should.

" Q. Have you, or have you not, heard from Mr. Kent that he had no order from me?—A. I know, from conversation, he had no order from Governor Bligh.

On the Second Charge.

" Q. Did you, on the 30th of July, deliver to Lieutenant Kent an order to hoist and wear my broad pendant?—A. An order was made out on that day. I cannot recollect whether it was delivered to him or not; or whether it was sent. I think the latter.

" Is this the order?—A. It is a copy of it.

[Order read: the Prisoner admitted it to be a true copy.]

" Q. Did he hoist the pendant in pursuance of the order?—A. It was flying at the time on board the Porpoise, on his return from Port Dalrymple, on the 26th of May, 1808. I went down the harbour in a boat, and saw the pendant flying.

" Q. Did Lieutenant Kent, at or about the 1st of November, again sail from Port Jackson, and quit his station there?—A. He did.

" Had he any order from me for that purpose?—A. No.

" Q. Do you know, when the Porpoise sailed, whether the pendant was flying or struck?—A. The broad pendant was flying when I last saw her; the ship was under weigh at the time; I saw her from Sydney Cove. It is customary to drop down the harbour a day or two before they sail.

" Q. Was it hoisted on board of any other ship, after the Porpoise sailed?—A. No.

On the Third Charge.

" Q. Is the signature to that letter Mr. Kent's hand-writing?—A. To the best of my recollection it is.—Letter read; admitted correct, as also the following:

" *H. M. S. Porpoise, Sydney Cove, Sept.* 3, 1808.

" Sir,—I have the honor to enclose you a copy of my letter to Mr. James Symons, together with his answer, wherein he refers me to the ship's books for his discharge; he is discharged from the Lady Nelson's books into those of His Majesty's ship Porpoise; but it was by his own order; and on the Porpoise's books he is discharged, superseded.

" I therefore beg you will be pleased to give me such instructions, as you may judge proper on the occasion, that Lieutenant Ellison may get proper receipts for the stores, that he may join His Majesty's ship Porpoise. I have the honor to remain, Sir, your most obedient Servant,

(Signed) " W. G. C. Kent."

" *To Commodore Bligh, &c.*" *

" *Sydney, September* 1, 1808.

" Sir,—I have to acknowledge the receipt of your letter of this day's date, and beg leave to refer you to the books of His Majesty's ship Porpoise, where you will see that I am discharged from His Majesty's armed tender Lady Nelson, and likewise His Majesty's ship Porpoise.

" I have further to acquaint you that I have engaged to take His Honour Lieutenant-Governor Foveaux's despatches to England, and shall be happy to carry any you may have to send to the Admiralty. I have the honor to be, &c. (Signed) " J. Symons."

" *W. Kent, Esq. Commander of H. M. S. Porpoise.*"

" *Government House, Sydney, Sept.* 3, 1808.

" Sir,—In answer to your letter of this day's date, I am commanded by his Excellency Commodore Bligh, to refer you to his of the 31st ult. in addition to which I am ordered to inform you, that he has given no order for the discharge of any officer, seaman, or marine, since the 27th of May, 1807; and his Excellency directs me to observe, that the management of the ship's books, and interior management of the ship, you are accountable for to the Right Honorable the Lords Commissioners of the Admiralty. I am, Sir, &c. (Signed) " Edmund Griffin."

" *W. Kent, Esq. &c.*"

" Q. Was any order given by me to discharge Lieutenant Symons?—A. No.

" Q. How long did Lieutenant Symons remain at Sydney, before he sailed for England?—A. I think it was in the middle of September, in a

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* Acting Commander Kent's letter to Mr. Symons merely directed him to join the Lady Nelson, by Captain Bligh's orders.

ship called the Rose: I think the 15th. I was on board the ship the day she sailed, and saw him on board.

"Q. Did you, at any time after Lieutenant Symons had discharged himself from the service, see him and Lieutenant Kent together?—A. I am not certain, after the 3d of September, but it was after Lieutenant Kent had taken the command of the ship.

"Q. Was it after the day on which Mr. Symons is entered as discharged?—A. Yes it was.

"Q. Do you know of any measure used by Lieutenant Kent to apprehend Lieutenant Symons, and bring him to trial for so discharging himself?—A. No.

Questions by the Court.

"Q. When the Porpoise returned, was the broad pendant then flying?—A. I cannot say, because the ship brought to, a little way within the heads, at eight miles from Sydney; and there, Captain Porteous took command of her, by commission from the Admiralty. I saw Captain Porteous's commission.

"Q. Do you know if Lieutenant Kent waited on Commodore Bligh on his return?—A. No, he did not: Capt. Porteous put him in arrest, on his going on board after his second arrival.

"Q. Did Commodore Bligh acknowledge any orders, by writing, or by book?—A. I do not recollect any particular order to that effect; it was sometimes one way, sometimes another.

"Q. At the time of the Porpoise sailing the first and second time, was the Porpoise hindered communicating with the commodore?—A. I cannot speak positively as to Lieutenant Kent being prevented; but Governor Bligh had threatening letters both from Major Johnstone and Colonel Foveaux, in case he communicated with the officers of the Porpoise.

"Q. Had the prisoner attempted to communicate with the commodore, would he have been prevented access to him?—A. He did wait once on the commodore. I saw him, but the commodore did not. After he had taken the command, the commodore was fearful of seeing him, in consequence of those threats. When Colonel Foveaux arrived, on the 30th of July, he allowed communication until the beginning of September, or latter end of August; during which time, Lieutenant Kent repeatedly waited on him on various occasions: I think it was September.

"Q. Could the prisoner at all times have communication with the commodore through you, the secretary?—A. No, he could not, on account of those threats. I frequently saw Lieutenant Kent, and was desired to impress on his mind, not to sail without his orders; but I never took it as orders from Governor Bligh, fearful what the consequence would be.

"Q. Did the prisoner supersede Lieutenant Symons in the Porpoise?—A. Yes.

"Q. Did he receive any directions from Commodore Bligh respecting

Lieutenant Symons, then or afterwards, in consequence of that letter which was read in court?—A. He did not receive any immediate directions respecting Lieutenant Symons, further than that on a letter from Lieutenant Ellison, that every officer must occupy their respective situations; and in that letter there was a copy of an order enclosed, which was given to Captain Short, to bear Lieutenant Symonds, and fourteen men on the books of the Porpoise, for the Lady Nelson tender.

" Q. Was that subsequent to the 3d of September?—A. There was another letter from Governor Bligh, (from me,) to Lieutenant Kent, referring him to a former letter, and stating that he had given no orders for the discharges, from a certain date, which I do not recollect.

" Q. Had the Porpoise the means of arresting Lieutenant Symons, as a deserter from the service, at any time?—A. I cannot speak positively as to that. There was a guard of soldiers went out on board the ship he went in; they did not quit the ship till she cleared the Heads, after I did. As to the shore, Lieutenant Symons was at liberty; I frequently saw him walking about.

" Q. What was the guard on board the merchant ship for?—A. I do not know.

" Q. In conversation you had with the prisoner, did he ever tell you, with whom he was acting in concert, in proceeding to sea without orders from his commanding officer?—A. He told me, after his arrival the first time, he went in consequence of a letter from Colonel Paterson * to Lieutenant Symons, who was then at Port Dalrymple.

" Q. He did not tell you the second time?—A. No.

" Q. Do you know if Captain Porteous waited on Commodore Bligh, and had his sanction to take the command of the Porpoise?—A. Yes, I do.

[Witness retired, but was called in again by Prosecutor.]

" Q. At the time the Porpoise was prevented from communicating with me, did he associate with the parties that kept me in confinement?—A. Yes, he did.

[The prosecutor then called for the ship's books. The prisoner admitted the correctness of the monthly book, and the discharges extracted from it. By the book it appeared that Lieutenant Symons had been paid by bill and compensation, as an acting commander.]

" Here the prosecutor closed his evidence in support of the charges, by delivering in the following paper, which was read.

" Mr. President, and Gentlemen,—Taking it for granted that the Court will not think it right to enquire into the propriety or impropriety of the dispossessing me of the civil government of New South Wales, as that

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* Lieutenant-Colonel of the 102d Regiment (formerly the New South Wales corps), and Lieutenant-Governor of the territory of New South Wales. He died on board the Dromedary, on his passage home.

is to be made the subject of investigation before another tribunal; and the Lords Commissioners of the Admiralty having directed me, in forming the charges on the present occasion, to confine myself to those points which were in breach of the naval articles of war, I have no further evidence to trouble the Court with. Should, however, the prisoner put his defence upon that ground, and the Court think it right to enter into the inquiry, they will, I trust, hereafter permit me to call witnesses in answer to any charges which may be attempted to be established against me, in justification of that measure. Until I hear what they are, it is impossible I can answer them; and to enter, by anticipation, into a general history of my government, would, I apprehend, be an unnecessary waste of the time of the Court. (Signed) "WILLIAM BLIGH."

"The Court was then cleared, and after being re-opened, the Judge Advocate pronounced their decision, 'That they could not hear any matter respecting the dispossessing Captain Bligh of the government, either on the part of the prosecutor or prisoner.'

"Lieutenant Kent then requested that the Court would be pleased to allow him till next day to prepare his defence, which being complied with, the Court adjourned till nine o'clock next morning.

SECOND DAY.

WEDNESDAY, JANUARY, 9, 1811.

"The Court having again met, Lieutenant Kent addressed the Court, and afterwards produced the following evidence and documentary proof to repel the charges:

DEFENCE.

"Mr. President, and Gentlemen of this Honourable Court,—Such have been my sufferings for two years past, from the unrelenting conduct of the prosecutor towards me, that this day of trial is become a source of inexpressible happiness.

"In general, to be arraigned as a prisoner on charges like the present, is an afflicting event to a British naval officer, yet such has been the treatment it has been my hard lot to experience, that my feelings as an accused prisoner are almost forgotten in the cheerful confidence I repose in this Honorable Court, to whom I shall humbly submit a narrative, which I trust, I am not too sanguine in believing will ensure me the favourable decision of this Court, vindicate a character unfoundedly aspersed, and restore me to the best enjoyment of a British officer,—*the good opinion of my profession.* If I am obliged, by the nature of my defence, to utter sentiments that in most cases would seem a departure from that high respect which is due to a superior officer, I feel persuaded that this Honorable Court will ascribe my observations to the necessity of the case,

created by the conduct of my prosecutor, and acquit me of the slightest intention of disrespect to the principles of subordination, or the most remote wish unnecessarily to wound the feelings even of my accuser.

" Before I proceed to answer specifically the charges now exhibited against me by Captain Bligh, it is proper for me to state to this Honorable Court, that in November last, when the Lords Commissioners of the Admiralty gave directions for my being released from a confinement to the ship of nearly two years, I most urgently solicited their lordships would be pleased to direct Captain Bligh to exhibit his charges against me, that my conduct might be investigated at a court-martial. This request was made on the 19th of November last, as appears from my letter to the Secretary of the Admiralty, which I shall have the honour to lay before you at the close of my defence, it being transmitted to the Judge Advocate, duly authenticated. On the 4th of December *only*, (being fifteen days subsequent to my application) Captain Bligh applied for a court-martial, to try me on the three several charges now before this Court.

" I do not mean to state that the disposition and spirit of my prosecutor did not lead him to accuse me, but I hope it may be fairly inferred from the reluctance he has shewn to bring forward the charges since my arrival in England, that some motives and apprehensions existed in his mind, which strongly inclined him to doubt the result of this day's investigation; and that he rather wished (had I been so inclined) that his oppression and my long sufferings should be sunk in oblivion.

" It is due to myself, to mention to the Court, that I have repeatedly made respectful application to my prosecutor (before my arrival in England,) to be informed of the nature and extent of the supposed offences for which I was a close prisoner. I strengthened my application by urging the *real* grounds of it; namely, a desire to furnish myself, if necessary, with evidence from New South Wales, to repel any charges that might be adduced against me. I ventured to hope, that such an appeal to the honor and justice of a British naval officer would have experienced an ingenuous and generous reply; but my request met a different fate. The treatment I received was consistent with the severity that I have in every other instance experienced from him. My respectful application was made a mockery to my sufferings, by an answer, ' That I might refer myself to the 3d article of chapter 2d, section 12th, of the Naval Instructions.' I need not tell this Honourable Court, that the clause alluded to merely enacts, that it is compulsory on the officer who shall preside at a court-martial, ' to take care that a copy of the charge or complaint be delivered to the person accused, as soon as may be, after he shall have received the order to hold such court-martial, and not less than twenty-four hours before the trial.' This, the Court is aware, is only a precaution that no surprise, accident, or collusion, may prevent the prisoner from receiving an official copy of the charges on which he is to be tried.

" In many cases, it would be utterly impossible, from the nature of the

charges, and the evidence required, to prepare for trial in twenty-four hours, or in as many days. The Court well knows that it is a debt due to honor, to justice, and to liberality, that when charges of so serious a nature have been determined to be preferred, that the nature and extent of those charges should be furnished, on a respectful application. In my case, where it was necessary that I should draw the chief of my witnesses and documents from New South Wales, I trust the Court will deem it unusually oppressive, to deny me a knowledge of my alledged offences. Fortune, however, has supplied me with those means of defence, of which the severity of my prosecutor would have deprived me. Colonel Foveaux, Colonel Johnstone, and others of my evidence, have arrived in England, and are now in attendance here.

" I mention this fact, only to manifest to the Court, that I have been persecuted with an enmity that no offence could authorise, and, I have too great reason to believe, from motives that have little connection with the good of His Majesty's service.

" Having made these general observations, I shall now proceed to answer the charges in the order they stand, and I beg the Judge Advocate will have the goodness to read the first charge.

[The first charge was read.]

" On the 29th of March, 1808, I arrived in Port Jackson from Norfolk Island and the Derwent, whither I had been previously despatched in the Lady Nelson, by Captain Bligh. On my anchoring I was informed, by a message, that he had been suspended from his functions, as governor, by Major Johnstone, the commanding officer of the New South Wales corps. I was, at the same time, acquainted, that it was expected I would not attempt to hold any communication with him.

" As I had no connection with the superior military officer, and acknowledged no authority but that of Captain Bligh, I asserted it to be my duty to deliver to him the answers from Norfolk Island, &c. to the despatches which he had entrusted to my care, previous to the event of his being deprived of his authority. I accordingly landed in the Cove, and walked up to Government-House, with the papers in my hand.

" Being shewn into the parlour where Captain Bligh was, I found him unaccompanied by any other person than a lady by the name of Palmer. I then informed him, that as he had given me the despatches, I considered it to be my duty to deliver the answers to him, and him *alone*. The Court may judge of my surprise when Captain Bligh refused to take them, and said, ' Mr. Kent, you have done your duty, but I cannot receive them; you must take them to Major Johnstone, as I have *pledged* my *word* of *honor* to him, as an *officer* and a *gentleman*, that I will not have any communication with any of the officers or men of His Majesty's ship the Porpoise, or assume *any command whatever, until His Majesty's pleasure* shall be known on the subject of *my arrest*; having been obliged to do so, to prevent my being closely confined to my house ?'

"Thus authorised by Captain Bligh, I proceeded to Major Johnstone with the despatches, and communicated to him, *by the particular desire of Captain Bligh himself*, that I had been at Government-House, and what had there passed. It does not become me, perhaps, to expatiate on this occurrence. The Court will here see Captain Bligh declining all authority or power, both as governor of the colony, and commander of His Majesty's ships, under a pledge of his solemn word of honor, as an officer and a gentleman, under no compulsion (as he himself stated) but to purchase an increased personal liberty, and seeking a sort of merit of the confessed surrender of his authority, by desiring I would communicate to Major Johnstone what had transpired at my interview at Government House. The feelings which arose in my mind on that occasion will occur to every member of this Honorable Court. If Captain Bligh was unjustly deprived of his authority, the proud spirit of the navy would perhaps have expected, that he would have disdained to outlive his command, and still more, that he would have spurned to negociate for a little extension of personal liberty, by a formal recognition of his suspension, even for one hour.

"Although there be an apparent contradiction in the evidence given yesterday by Mr. Griffin, to the statement I have now the honor to make, yet I feel a perfect assurance, before the evidence I mean to produce is closed, that this Honorable Court will be convinced that the testimony of that *solitary* witness, is, to speak in the mildest terms of it, both inconsistent and contradictory; and that his zeal to support the cause for which he has been brought forward, has induced him to throw a weight on the one scale, evidently designed to preponderate to my prejudice.

"The subsequent conduct of Captain Bligh renders these observations a painful duty. The Court will hereafter perceive him on one day, in a solemn and formal manner, recognizing his suspension, and on another day, and in one instance, on the very same day, wantonly and dangerously asserting his authority, involving me in the most perplexing embarrassment, himself in mortifying contradiction, and, at the same time, risking the peace of the colony, by vain efforts to violate the solemn pledge he had come under, as an officer and a gentleman.

"On the 13th of April I received a letter from Major Johnstone, inclosing a commission from Captain Bligh, appointing me commander of His Majesty's ship the Porpoise, in the place of John Putland, Esq. deceased. *In that letter Major Johnstone informed me, that although he had granted Captain Bligh permission to send me this commission through his hands, the peace of the colony, and the welfare of His Majesty's service, required that I should hold no further communication with him, either by letters or messages;* and *for my satisfaction and authority*, he inclosed me a copy of a letter, wherein Captain Bligh solemnly pledges his word of honor as an officer, that he will not assume any command whatever until His Majesty's pleasure is known on his supercession; and

I beg leave to read the correspondence which can be proved by witnesses."

We select the following from the letters read by Lieutenant Kent at this stage of the proceedings:

"*Sydney, 19th March,* 1808.

"Sir,—I am commanded by his Honor, the Lieutenant-Governor, to inform you, that the objections expressed in your letter of the 11th ultimo, against the Pegasus, occasioned him to defer making any conclusive agreement for the hire of that vessel, until her repairs should be completed, and he should be enabled by the report of experienced officers and ship carpenters, to form a correct opinion of her condition.

"A survey has, in consequence, been held upon her, and a favourable report has been made; but circumstances have arisen, which have induced her owner to decline freighting her to Government. The Lieutenant-Governor has directed me to enclose a copy of the order and report of survey, that you may be satisfied that he never entertained a thought of sending you home in an unsafe ship.

"I am further ordered to express the Lieut.-Governor's great regret, that none of the ships have arrived which you appear to have expected this month; and to inform you, that, as the winter season is advancing, he considers himself obliged to hasten your departure.

"You are aware, Sir, that the choice of means to carry this measure into effect, is extremely circumscribed, and that there is no ship in this port, on board which you and your family can be comfortably accommodated, except H. M. ship Porpoise.

"The accompanying copy of a letter to the acting-commander of H. M. ship, and that of his reply, will convince you, that there are insuperable objections to your going on-board the Porpoise, *unless, at your own particular request, and under a solemn engagement, on your word of honor as an officer, that you will not attempt to assume any command; and that you will consider yourself in arrest until His Majesty's pleasure shall be signified on your late supercession.*

"On these conditions being acquiesced in, the Lieutenant-Governor has commanded me to inform you, that a requisition shall be made to acting Captain Symons, to receive you and your family on board, and to proceed to England; but should you think it proper, or prudent, to reject this arrangement, much as the Lieutenant-Governor will regret separating you from your family, and being obliged to put you on-board a vessel, in which he cannot procure you suitable accommodation; yet a sense of duty, arising from a regard to the welfare of the colony, and the honor of His Majesty's service, leaves him no choice but that of sending you home in the ship Dart, now ready to sail. I have the honor to be, &c.

(Signed) "N. Bayley, Secretary."

"*Wm. Bligh, Esq.*"

" *Government-House, Sydney, March* 24, 1808.

" Sir,—I have to acknowledge the receipt of your secretary's letter of this day's date, stating, 'that he is commanded by you to inform me, in answer to my letter of yesterday's date, that it has been your unceasing study, ever since I was put in arrest, to avoid saying or doing any thing towards me, at which the most scrupulous delicacy could take offence; and that when you caused to be signified, that I should be required to embark on-board the Dart, you naturally concluded I must have understood, that if the requisition was not complied with, it would most certainly be enforced: also, that he is further commanded to acquaint me, that inquiries have been made respecting the Fox, and that the result has not removed your objections to my embarking in that vessel; that, in answer to my observation, that I had expressed great regret that none of the vessels had arrived, which were alluded to in my letter of the 11th ult. he is directed to refer me to that letter, as an evidence, that the Fox cannot be considered as one of the vessels which I signified was to be expected in this month; but that I may not be led into an unavailing controversy on words, he is commanded distinctly to state again, that I shall be expected to embark on-board the Dart on the 1st of April, unless I shall prefer taking my passage in H. M. S. Porpoise, on the conditions already proposed; and that, as the time fixed for the sailing of the Dart is so short, my immediate answer is expected.'

" *In reply thereto, I therefore acquaint you, that the Dart being the only vessel offered, besides H. M. S. Porpoise; and having very sufficient and satisfactory reasons for objecting to proceed in that vessel, as I shall make appear to His Majesty's Ministers, and my Lords Commissioners of the Admiralty, I do, on that account only, agree to take my passage in H. M. S. Porpoise, on the conditions prescribed by you, in your secretary's letter of the* 19*th inst.* I am, &c. (Signed) " Wm. Bligh.

" *To his Honor Lieut.-Governor Johnstone.*

On the 31st of the same month, Commodore Bligh addressed Lieutenant-Governor Johnstone as follows:

" * * * * * * *As captain, therefore, of H. M. ship Porpoise, and commodore commanding H. M. ships and vessels in these seas, I do again request to go on-board the Porpoise, where proper accommodations can be fitted up for the officer who attends me officially from you, and with whom I engage to present myself to the first general-officer he finds it his duty to attend on, when we arrive in England.* (Signed) " Wm. Bligh."

" Captain Bligh," continues Lieutenant Kent, " is here seen under his own hand, in a manner the most sacred and binding on a British officer, officially and explicitly surrendering every right of command or interference in the colony, till His Majesty's pleasure was ascertained on his arrest.

" On the 15th of April, the copy of a letter from Colonel Paterson to

Lieutenant James Symons, late acting commander of the Porpoise, was transmitted to me by Lieutenant Symons, in which the colonel requests him to bring down the Porpoise to Port Dalrymple, with a supply of stores and provisions for that settlement, and to bring him up to Port Jackson, in order to his taking the government on him, during the suspension of Captain Bligh. Major Johnstone also made to me a similar request. I proceeded, therefore, in H. M. ship under my command, and arrived at that settlement on the 27th of the same month. After landing the stores, &c. I received a letter from Colonel Paterson, which I take the liberty to read.

"*Port Dalrymple, Van Diemen's Land, May* 7, 1808.

"Sir,—I have to acknowledge the receipt of your letter, acquainting me of the arrival of His Majesty's ship Porpoise, with a supply of provisions and stores for the colony, and for the purpose of conveying me to Port Jackson; but I must inform you, that a representation from Major Johnstone, referent to the intention I had formed, causes me to protract my leaving this settlement until I am possessed of some further information necessary on the subject of it.

"I have, at the same time, to express my particular satisfaction at the alacrity with which you have complied with the request I had judged it expedient to make, for the benefit of His Majesty's service; and to inform you I shall not fail to apprize His Majesty's Ministers of the promptitude of your attention. I have the honor to be, &c.

(Signed) "W. Paterson."

"*To Captain Kent, commanding H. M. S. Porpoise.*"

"On the 15th of May I got under weigh, and in dropping down the harbour, the ship unfortunately struck on a sunken rock, which misfortune, with other adverse occurrences from bad weather, but not material to my case, prevented my arrival at Port Jackson till the 26th of May.

"This service of conveying stores and provisions to Port Dalrymple is the ground of the *first charge;* and I am accused of proceeding on that voyage, without the order of Captain Bligh, or any person duly authorised to give such order. But the Honorable Court will please to observe, that I did not sail till a written recognition of Captain Bligh's suspension, under his own hand, was transmitted to me, in which he solemnly renounces any command whatever, or any interference in the affairs of the colony. Could I conceive that acquiescence in the request of the acting government, so recognised by Captain Bligh himself, would afterwards be made the vehicle of a charge, which in fact accuses me of the grossest act of insubordination? Could I, consistently with my duty, and having Captain Bligh's written recognition of his suspension in my hand, which virtually exacted from me obedience to the acting government, refuse to go to sea? What defence could I have made, had I, by such refusal, entailed serious injury on the dependant colonies? The Court will perceive, by my

conduct on a subsequent occasion, when Captain Bligh was permitted to have communication with me, how solicitous I was, under the most urgent and delicate circumstances, to pay every scrupulous obedience to any orders proceeding from Captain Bligh.

" I have now to beg the Judge Advocate will be pleased to read the Second Charge.

[The Second Charge was read.]

" On the 28th of July, 1808, the Lady Sinclair transport arrived from England, having on board Lieutenant Governor Foveaux, who the next day took on himself the government. On that occasion, Captain Bligh requested to have communication with the officers of his Majesty's ship the Porpoise, which was complied with.

" The next day I waited on Captain Bligh, when he began to abuse me in a most approbrious and unofficer-like manner. It is impossible for me to describe, in adequate terms, his language, tone, and manner. No one who has *not* been under the command of Captain Bligh, can form a just notion of the style of abuse I suffered, for not having, as he termed it, reinstated him in his government. He told me, with extreme violence, if I knew my duty, I would begin and blow down the town of Sydney about the ears of its inhabitants, until they gave him up the command of the government. Astonished to hear this language from the very person who refused to receive the dispatches I brought him, and who had explicitly assured me he had solemnly pledged his word of honor as an officer, in no way to interfere in any command till His Majesty's pleasure was known, and from whose hand a written pledge had been shewn me to the same purpose, I scarcely knew how to proceed. I answered, however, ' That as to blowing down the town of Sydney, I was sorry to differ from him; but that, under the existing circumstances, combined with the solemn pledge he had assured me he had stipulated with the acting government, and of which I had, as already mentioned, been furnished with an official copy, I could not conceive it my duty, without positive instructions or authority in writing, to attempt an act that would inevitably sacrifice the lives of so many innocent persons, and would destroy so much public and private property.' Captain Bligh then flew into a more violent rage, and *emphatically* told me, that some day or other he would make me repent not knowing my duty. I have, indeed, since found, that no time nor reflection, nor my most studious precaution to avoid offence, could alter his determination, or diminish his resentment.

" It will not fail to be remembered by this Honorable Court, that although Captain Bligh made this unexpected, unprovoked, and, I trust, unmerited attack on me, on the ground of my not blowing down the town of Sydney, he had never given me either verbal or written orders to such an effect; but that, merely in a paroxysm of rage, while he had been indulged as a prisoner, to have communication with me, he availed himself of that opportunity to upbraid me with not having voluntarily committed an act of

violence, which, had I attempted to put it in execution, this Court and the public would have considered as an act of insanity, as can easily be substantiated, if necessary, by respectable witnesses in attendance.

" The Court would perhaps almost doubt that such a proposition was ever made to me by Captain Bligh, and I should have been unable to prove it, farther than by my solemn assertion, on the honor of an officer, as on many such occasions he cautiously spoke to me, and vented his abuse when no witness was present: but it happens fortunately for me, and for the satisfaction of the Court, that Captain Porteous, of His Majesty's ship the Porpoise, who is in attendance, can prove, that Captain Bligh made a proposition to him also to blow down the town of Sydney, and that he not liking, in so serious a case, to trust to the verbal order of Captain Bligh, requested written instructions, but from which request the prosecutor shrunk. I was, after this interview with Captain Bligh, permitted to have occasional communication with him, until the 16th of September, when he informed me that Lieutenant-Governor Foveaux was going to put an end to all intercourse between him and the officers of the Porpoise, for the purpose of sending her to Port Dalrymple, and he asked me if I would go to sea without his orders. I answered, ' Certainly not, Sir, if it be your wish.' We then walked out before the house, and I purposely continued to speak on the subject of all communication being broken off between him and the Porpoise; and I submitted to him the propriety of his giving me written instructions for my government. The Court may conjecture my astonishment, when he replied, ' Captain Kent, you know I have solemnly pledged my word of honour, that I will assume no command until His Majesty's pleasure is known on my supercession.' Notwithstanding this, it is proper to state, that Captain Bligh, but a few days before, gave me a written order to fit the ship with the utmost despatch for him to proceed in her to England ! ! !

" In corroboration of this fact, I beg leave to read the correspondence which took place between Colonel Foveaux, Captain Bligh, and myself, on the subject.

" *Head-quarters, Sydney,* 17*th September,* 1808.

" Sir,—I inclose you a copy of a letter from Captain Bligh, by which you will perceive he professes an intention not to proceed to England, and in which he refers me to you, as commander of His Majesty's ship Porpoise. I have to acquaint you, that I have found myself under the necessity of forbidding Captain Bligh to hold any further intercourse with you, or any of the officers, or persons under your command, this being the only alternative I have left to prevent the Porpoise and the Lady Nelson from being kept altogether useless to the colony, for whose service you, Sir, must be aware they are entirely intended.

" After this communication, I presume it will only be needful to request you will immediately give orders for the Lady Nelson to proceed to the

Coal River, to perform the service specified in my letter to you of the 1st instant. I have the honour to be, &c.

(Signed) "J. Foveaux."

"*Captain Kent, H.M.S. Porpoise.*"

"*Government House, Sydney, Sept.* 16, 1808.

"Sir,—In reply to your letter of yesterday, I have to inform you that it is my intention to remain in the colony until His Majesty's pleasure shall be known.

"His Majesty's ship Porpoise has Captain Kent to command her, and if you prevent me of communicating with him, I, in my present situation, cannot prevent it.—I am, Sir, &c.

(Signed) "W. Bligh."

"*Lieutenant-Colonel Foveaux.*"

"*H.M.S. Porpoise, Sydney Cove, Port Jackson, Sept.* 18, 1808.

"Sir,—I cannot but express my astonishment at your having, so short a time back, permitted Commodore Bligh to have communication with His Majesty's ship Porpoise, and to take upon himself the command of her; and in your letter of yesterday's date to me, signify that there shall be no further communication between him and me, nor any of the officers or persons under my command.

"I beg to inform you, that I received an order from Commodore Bligh (which he has not yet countermanded) to fit out His Majesty's ship Porpoise for sea with all possible despatch, for the purpose of conveying him to England; and I am sorry that, never having received the stores I applied for, it has not been in my power to complete fitting out the ship, as was intended.

"I further beg leave to inform you, that as there has been no officer appointed to the command of the Lady Nelson since I left her to join His Majesty's ship Porpoise, on promotion, except at the time the Porpoise was heaving down, judging it for the benefit of His Majesty's service, I thought proper to spare Lieutenant Ellison to command her on a voyage to Hawkesbury, for grain; but as His Majesty's ship Porpoise is now nearly in a fit state for sea, I have ordered Lieutenant Ellison to join her again, to do his duty as acting lieutenant accordingly.—I am, &c.

(Signed) "Wm. Kent."

"*His Honor Lieutenant-Governor Foveaux, &c. &c.*"

"*Head-quarters, Sydney, Sept.* 19, 1808.

"Sir,—As I am of opinion that my entering, at this peculiar juncture, into further explanation of my motives for restraining Captain Bligh from holding any official communications with yourself and the officers of the Porpoise, would retard, rather than facilitate the object of His Majesty's service, I think it advisable to decline any such discussion.

"Notwithstanding the orders you have received from Captain Bligh, to

prepare the Porpoise to convey him to England, I presume the copy of his letter that I inclosed on the 17th inst. will have convinced you that he has no intention of leaving this colony; and I persuade myself, that your zeal for the public service will induce you to concur with me in the adoption of such measures for the future employment of His Majesty's ship now under your command, as the necessities of the dependent settlements may require.

"The demands you made on the 13th inst. have not as yet been complied with, because some of the articles are not in the stores; and there are points respecting others upon which I am desirous to inform myself.

"Referring to your notification of the removal of Lieutenant Ellison from the Lady Nelson, I hope an officer qualified to command her may be immediately appointed, that the colony may be no longer deprived of her services; and I beg again to repeat my request, that she may be despatched as soon as possible to Newcastle. I have the honour, &c.

(Signed) "J. Foveaux."

"*Captain Kent, H.M.S. Porpoise, &c. &c.*"

"*His Majesty's Ship Porpoise, Sydney Cove, Port Jackson, Sept.* 19, 1808.

"Sir,—In consequence of having received a letter from you of this day's date, I beg to inform you, that, as I cannot have any communication with Commodore Bligh, and as it appears by your letter that he has no intention of proceeding to England at present in His Majesty's ship under my command; that my zeal for the benefit of His Majesty's service, induces me to comply with your request, although in the peculiar circumstances I am at present placed in. At the same time, I have to observe, that it was always my wish and study to facilitate His Majesty's service as much as lay in my power; but while Commodore Bligh had communication with His Majesty's ship Porpoise, I could not act otherwise than by his directions.

"I shall send an officer from His Majesty's ship to take charge of the Lady Nelson; but should His Majesty's ship proceed to sea on any particular duty that His Majesty's service may require, I shall be under the necessity of recalling the officer lent, as she is not sufficiently provided with officers to carry on the duty. I am, &c.

(Signed) "Wm. Kent."

"*His Honor Lieutenant-Governor Foveaux, &c. &c.*"

"This conduct, so irreconcileable either with open and avowed command, or a formal surrender of authority, placed me in the most distressing predicament. To act under orders which the person who gave them would not avow, or even commit to writing—to act under orders which the person who gave them declared to me were a violation of his word of honor, solemnly pledged, and even given under his hand, was a situation in which, I think, no other British officer was ever placed. Had it been consistent with my duty and character so to have dissembled my

knowledge of the written pledge, formally delivered by Governor Bligh to the acting government, he had himself put an end to any doubt, by desiring me, when he refused to take the despatches I brought from Norfolk Island, to inform Major Johnstone that such refusal had taken place, and that Governor Bligh wished me to state, his conduct arose from the engagement he had entered into that he would assume no command, nor in any manner interfere in the affairs of the colony.

"I appeal to this Court, whether this recognition of his suspension, contrasted with clandestine efforts to gain possession of his lost authority, in utter breach of his public pledge, was not calculated to destroy all my confidence in Captain Bligh, and to warrant me in requesting either written instructions, or orders in the presence of such witnesses as might hereafter be called in my vindication. Had I, from mere desultory and unattested suggestions of Captain Bligh, fired on the town of Sydney, and its inhabitants, or had I refused to convey provisions to Port Dalrymple, to relieve the pressing wants of His Majesty's subjects there, and my conduct had been offensive to my sovereign, what defence could I have urged to vindicate my character? How could I, without an order to produce from Captain Bligh, have exculpated myself? or how could I have excused myself for neglecting the official and *pressing* applications for my assistance, from the acting government?

"This Honorable Court will do me the favour to remember, that when Captain Bligh asked me if I would proceed to Port Dalrymple without his order, I instantly told him, 'No, certainly, if he wished otherwise:' yet Captain Bligh abstained from giving me any order, and positively refused to give me written instructions.

"I have since learned, indeed, that Captain Bligh transmitted his wish through Lieutenant-Governor Foveaux, but that wish was not only not then conveyed to me, but I was utterly ignorant of its existence until after my return, when I was put under an arrest; and of this fact Captain Bligh was apprised by a letter from Lieutenant-Governor Foveaux, on the 26th of October, 1808. Yet is my sailing to Port Dalrymple, this *second* time, made the chief ground of my trial, after a rigorous and close confinement of almost two years.

"As Lieutenant-Governor Foveaux has done me the favour to attend here as a witness, the Court will learn from him, most distinctly, that the letter he received from Captain Bligh, forbidding me to leave the Cove, never reached me. Colonel Foveaux will also inform the Court, that as Captain Bligh had solemnly pledged himself, on the honor of an officer, not to interfere in the affairs of the colony until His Majesty's pleasure was known on his arrest, that he considered such an order, issuing from Captain Bligh, as a direct violation of his pledge, and therefore deemed himself at liberty to suppress it. But the motives which actuated Colonel Foveaux, he will, if necessary, explain. All I wish is, to prove that the order never reached me, and that Captain Bligh, if he did not distinctly

collect that fact from Lieu tenant-Governor Foveaux's letter, might at any time have ascertained the true state of the case. If I may be permitted to draw any inference from the suppression of that order by Lieutenant-Governor Foveaux, it warrants me in saying that he knew, if I had received that order, that I should have obeyed it, although under such peculiarly delicate circumstances.

"The Court will please to keep in view, that one of the principal motives for Lieutenant-Governor Foveaux's permitting Captain Bligh to hold communication with me, was the idea Captain Bligh held forth, of his serious intention to proceed in the ship to England; but this, as will appear, like other matters, was mere delusion on the part of Captain Bligh.

"In one of Captain Bligh's standing orders, of the 26th of August, 1806, *two* commissioned officers of His Majesty's ship Porpoise are directed to attend, as members of the criminal court, (on the application of the Judge Advocate) and to sit as the law directs.

"Lieutenant Governor Foveaux having directed a criminal court to assemble, I was requested to sit as a member of it. I waited on Captain Bligh, when he directed me, *verbally*, that I should not sit on any criminal court. As soon as I retired, I addressed a letter to him "*on service*," informing him that a precept had been sent me, for my attendance as a member of a criminal court, and requesting to be informed if I should obey his order of the 26th of August, 1806.

"I received a letter, in answer, to acquaint me, 'that when I saw *his name* to a precept, I was to obey that order; but not before.' In this dilemma, I addressed the Judge Advocate, and informed him I could not attend, in consequence of orders I had received, until Captain Bligh's name appeared on the precept. Lieutenant-Governor Foveaux immediately wrote to Captain Bligh, to know how he came to issue such an order. The Court will scarcely credit the *fact*, but Captain Bligh *positively denied* that he had given any order of the kind, and that he had left it to my own discretion to sit or not, as I chose. Captain Bligh's letter was transmitted to me by Lieutenant-Governor Foveaux, and I was reduced to the painful necessity of vindicating myself by the incontestible proof of Captain Bligh's disregard of accuracy. I will not give it a harsher name. I immediately inclosed to Lieutenant-Governor Foveaux Captain Bligh's letter, in which the *denied* order is explicitly given *on that very day*.

"I leave this fact to make the impression it cannot fail to do on the minds of this Honorable Court. I mention it as a fact I can distinctly prove, to manifest to the Court that some parts of Captain Bligh's conduct created my anxiety to act from his orders, either written, or such as I could prove by witnesses.

"I abstain from mentioning other acts which equally impaired my confidence in Captain Bligh, because I will state nothing of which I am deprived of the proof.

"After a passage of six days, I arrived at Port Dalrymple on the 7th of November, and having landed the provisions and stores, I took on board Lieutenant-Governor Paterson, with whom I arrived on the 31st of December. It is on the commencement of this voyage that I am accused of striking Captain Bligh's broad pendant. But as no evidence has been brought forward to support it, the charge requires no answer; nor shall I trespass farther on the time of the Court, than to say, that the pendant never was struck by my order, except when the ship was at sea, when, according to the usage of the service in like cases, it was hauled down, and on her return to port again, was immediately re-hoisted.

"On the 1st of January, 1809, Captain Porteous of the navy, (who had arrived from England on the 15th of November) came on board, read his commission, and superseded me. He informed me, that having arrived during my absence, he had been permitted to communicate with Governor Bligh, and he had received his orders to acquaint me, I was to consider myself under arrest. From that day, until the 15th November, 1810, I remained in arrest, and for thirteen months was confined a close prisoner to the ship; nor did I know the nature even of the charges, until my arrival at Portsmouth on the 1st of this instant January.

"Surprised at the severity of my imprisonment, so unusually rigorous, I made respectful and repeated applications to be apprised of my supposed crimes, that I might be prepared for my defence, in case of a court-martial, or that I might attempt to remove any misconception, which had caused my confinement. Under so long a privation of common exercise, and feeling the hardship of my situation, with all the anxiety of a British officer so disgraced, my health gave way, and I became so emaciated, that I found it necessary to request a medical survey, to entitle me to the indulgence of exercise. The Court will be surprised to hear, that in violation of all rules and precedents, and in total disregard of common humanity, I was denied the survey I, for such urgent reasons, earnestly solicited; and it is probable I owe my present existence only to a naturally strong constitution.

"I have now to request the Judge Advocate will be pleased to read the third charge.

[The third charge was read.]

"As to this third charge, I am at a loss how to shape my defence, as I cannot, from its language, form any accurate idea of my offence. The acting government, with the knowledge of Captain Bligh, find it expedient that His Majesty's Ministers should be forthwith apprised of the *important* occurrences that had taken place in the colony. Lieutenant Symons having signified his desire to return to England, was entrusted with the government despatches, in the Rose, a merchant vessel.

"I neither deemed it my duty, nor for the good of His Majesty's service, to interfere in an arrangement that seemed so vitally essential to the

welfare and interests of Captain Bligh himself, and of a nature so imperiously necessary for the tranquillty of the colony, and the early interposition of His Majesty's Government. Had Captain Bligh sent me an order to prevent the sailing of Lieutenant Symons, peculiar as my situation would have been, I should have felt it my duty to obey his commands, even although he had so publicly and solemnly renounced any interference or authority, because the production of such order, though it might have deeply impeached the honour of Captain Bligh, would have been my vindication as an inferior officer.

"I solemnly protest to the Court, that I acted under a firm belief that Captain Bligh was privy and consenting to the arrangement.

"As to Lieutenant Symons having discharged himself from His Majesty's service, I have only to state, that he was my senior officer, and this circumstance, alluded to in the charge, took place before I joined the Porpoise, as will appear from the muster-books produced; and so far from the Admiralty being dissatisfied with Lieutenant Symons's conduct in this respect, he was ordered to receive his pay by bill and compensation, as marked in the muster-books; besides, he has, ever since his arrival in England, been employed, and he is now one of the lieutenants of the Vestal frigate.

"These are the observations which I have deemed it my duty to offer to the Court, to repel the charges this day brought against me, and to vindicate my character from the imputation which a long and rigorous confinement of *twenty-three months* would naturally raise. Having never before sustained the slightest accusation, though I have been in the service from ten years of age, I am unaccustomed to the duty of defence, but I am well aware, that in the honor and justice of this Court I may repose with greater confidence, for the assertion of my innocence, and the vindication of my character, than in any talent or ingenuity, or experience, which I could have possessed.

"My services, with few exceptions, have been of a humble, but I would hope, of a meritorious kind. But that I am taught by the principles of my profession, cheerfully and zealously to do my duty wherever called, I should perhaps be forgiven by this Court, for venturing to lament that *nine years* of the best period of my life have been consumed in New South Wales. When I remember that I served as midshipman on board the Tigre, with Sir William Sidney Smith, and had the happiness of being a humble associate in the defence of St. Jean D'Acre, being quartered on the walls of that place, I hope the Court will pardon my uttering the language of regret, that upright intentions and honest zeal in a most critical crisis in New South Wales, should have exposed me to the privations, sufferings, and imputations which this prosecution has entailed upon me.

"Though the reputation of a British naval officer is the pride and best possession of his life, yet I cannot feel insensible, also, to the affectionate anxiety of relatives, whose lives have also been entirely devoted to the service,

not to the kind solicitude of all who know me. From my cradle, my only ambition has been to live and die in the service of my sovereign with an untainted reputation: the best efforts of my head and heart have been exerted to attain that end. Governor Bligh has been pleased to attack my character with charges of a nature, which, if established to the extent of his unfavorable constructions, blasts my best hopes, and obscures every prospect in life. In this Court I repose my honor and reputation, with a perfect confidence, arising from a consciousness of innocence. I eagerly and anxously sought the investigation of this day, and I look with confidence, but with the deepest respect, to the event of your decision.

(Signed) "W. G. C. KENT."

"*H. M. S. Gladiator, 9th Jan.* 1811."

"*Mr.* EDMUND GRIFFIN *sworn, and examined by the Prisoner.*

"Q. During the period of Captain Bligh's arrest, had you any opportunity of conveying to me Captain Bligh's orders and wishes?—A. Not until the 30th of July; I conveyed his wishes in conversation, as from myself.

"Q. Did you ever communicate any orders to me from Captain Bligh, as to the line of conduct I was to pursue, as acting commander of the Porpoise?—A. No, I did not: I was cautioned by Governor Bligh not to mention it as coming from him.

"Q. What prevented you from conveying those orders?—A. Governor Bligh considered Mr. Kent so very intimate with the persons who had him in confinement, that he concluded he would communicate all orders received from him.

"Q. Could Captain Bligh, at almost any time, have come on board, and assumed the command of the ship?—A. No.

"Q. Being, as you were, in the confidence of Captain Bligh, inform the Court (if you are acquainted with them) what his reasons were for not giving me either verbal or written orders for my guidance, in the peculiar circumstances I was placed in, when, to your knowledge, those orders and instructions might have been safely conveyed to me.—A. I apprehend they might have put him into closer confinement, or removed him from Government-house.

"Q. Has Captain Bligh given you the usual and necessary certificates to enable you to receive the pay due to you, while serving under his command?—No, not the whole of them.

"Q. Have you ever applied to him for them?—A. Yes.

"Q. What reason did he assign for refusing to comply with your request?—A. He said that they could be of no use to me at present, as he was not ordered to be paid as commodore yet, and I could not be paid until he was, as his secretary.

"Q. Has not Captain Bligh told you that you must wait until after the court-martial was over, or promised to give them to you at that period, or words to that effect?—A. No; he spoke generally to me, saying, there

were a number of things to do yet, and a number of papers to complete, which I had not done. I said, of course, I would do them, if there were any.

"Q. Have you not mentioned to your friends, that Captain Bligh expressed his satisfaction at the Porpoise going down to Port Dalrymple?—A. No, never.

"Q. You have sworn, in your evidence of yesterday, that you were present when I waited on Captain Bligh, on my return from Norfolk Island, on the 29th March, 1808; was any other person present?—A. There was a lady or two present—Miss Palmer and Mrs. Putland.

"Q. You saw me offer the despatches I had brought with me to Governor Bligh?—A. Yes.

"Q. Did he receive or reject those despatches?—A. He did not receive them; he gave Mr. Kent permission to deliver them to Major Johnstone, considering them relative to the settlers being removed from Norfolk Island, and as he had not the power to attend to any application or request.

"Q. You have given in evidence, on the prosecution, that Captain Bligh had peremptorily refused to subscribe to the conditions prescribed to him by Major Johnstone?—A. I have, to those that were inclosed in Major Johnstone's letter to him, in reply to Commodore Bligh's, inclosing Lieutenant Kent's acting commission.

"Q. As that letter contains an unequivocal pledge that Captain Bligh will comply with the conditions prescribed to him by Colonel Johnstone, in his letter dated the 19th of March (already read), explain to the Court your inducement for swearing before the Court yesterday, that he had given no pledge?—A. I believe I have said, that he would not subscribe to the conditions in Colonel Johnstone's, in answer to Captain Bligh's letter, inclosing Lieutenant Kent's commission; Lieutenant Symons, who had appointed himself, had the command of the Porpoise at that time; the letters read are of a date antecedent to that I alluded to."

[The letter from Commodore Bligh to Lieutenant-Governor Johnstone, dated the 24th of March, 1808, was shewn to the witness.]

"Q. In whose hand-writing is the body of that letter?—A. In mine."

[Captain Bligh consented to a copy of a letter from N. Bayley being read as evidence, he not having the orignal by him.—Letter read.—Witness's former evidence read to him.]

Examined by the Court.

"Q. Were the customary papers, or log, on the ship's return to port, given to Commodore Bligh by Lieutenant Kent?—A. No, there were no papers of that kind delivered.

"Q. Were they demanded?—A. No, I do not think they were. If I recollect right, there was a conversation as to the state of the vessel.

"Q. Did the commodore, on that occasion, give any directions as commodore of the squadron?—A. He gave him directions to keep himself separate from the persons who had him in confinement; and, as I have said before, not to obey any orders but his.

"Q. Did Captain Bligh open the despatches that were offered him by the prisoner, before he ordered him to deliver them to Major Johnstone?—A. They were directed to him as Governor Bligh, and he did not open them.

"Q. As the commodore sent Lieutenant Kent's acting order through Major Johnstone, did he consider *that* the only channel of communication with the ships of war that was open to him?—A. He did, at that time, certainly.

"Q. Was the intention with which the prisoner left Port Jackson, on the second occasion, never made known to Commodore Bligh, previous to his sailing?—A. It was, by Major Johnstone and Colonel Foveaux, by letters.

"Q. Could the prisoner, at that time, communicate with the commodore through any other means?—A. The communication went through Major Johnstone and Colonel Foveaux. The commodore was himself prohibited from communicating with the prisoner; as it would have been dangerous for him to have done it. I have mentioned before that he did call once, and I spoke to the wrong time: I think I said he called after he received his commission; but it was before the correspondence with Major Johnstone respecting his commission. I do not think the prisoner could communicate, except through them (Major Johnstone and Colonel Foveaux).

"Q. Was it the commodore's intentions, at the time, that Lieutenant Symons should be arrested?—A. I cannot speak as to his intention, but he then expressed to me a wish that he should be arrested.

"Q. Was that wish of the commodore's made known to the prisoner, prior to the time of Lieutenant Symons leaving the colony?—A. I do not recollect that it was, any farther than the letters I have referred to.

"Q. From the state of the colony, and the peculiar circumstances in which Lieutenant Symons left it, do you think the prisoner could have arrested him, if he had been ordered so to do?—A. I really cannot say: I do not know if there would be any resistance, or not, as there was a guard on board.

"Q. Between the end of July and November, when the commodore was allowed to communicate with the ships of war, did the prisoner wait on Captain Bligh, from time to time, to receive his orders?—A. He did.

"Q. If the commodore had directed you to convey to the prisoner any order, either verbal or in writing, had you the means of doing so, between the period of his taking the command of the Porpoise and his *first* sailing from Port Jackson in that ship?—A. Yes.

"Q. Could you, at any time, have conveyed such orders between the 26th of May and her *second* sailing, under the prisoner's command?—A. I could.

"Q. Had you free access to the commodore at all times, to receive his orders between those dates?—A. Yes.

"Q. Who was the senior officer, Lieutenant Symons, or Lieutenant Kent?—A. Lieutenant Symons was by acting order; it was not known whether either of them was confirmed.

"Q. Did Captain Bligh enter into any agreement with those that had put him into confinement, not to interfere with the ships of war under his command?—A. No further than by the letter dated the 19th of March, 1808, (already read).

"Q. After the commodore received the communication of the intended sailing of the Porpoise, could you have communicated any contrary orders to the prisoner, had he been disposed to have given them?—A. Yes.

Questioned by the Prosecutor.

"Q. What were the conditions required by Colonel Johnstone, when I transmitted Lieutenant Kent's commission? are they contained in this paper?

"*Sydney, 30th March*, 1808.

"I am directed by his Honor the Lieut.-Governor, to wait upon you, Sir, and acquaint you, that, after considering your letter of this day's date (inclosing an order to Lieut. William Kent, to take upon himself the command of H. M. S. Porpoise), that his Honor will cause that order to be forwarded to Lieutenant Kent, provided you think it proper to subscribe the following conditions:—*First*, That you will not hereafter attempt to plead your having been permitted to give Lieut. Kent an order to assume the command of H. M. S. Porpoise, as a precedent, which can justify you in giving any future orders respecting H. M. S., until His Majesty's pleasure shall be known. *Secondly*, That you will write to Lieutenant Kent a letter (to be transmitted to him by his Honor the Lieutenant-Governor), wherein you shall pledge your word of honor as an officer, that you will not, after your embarkation on board His Majesty's ship Porpoise, assume any command, or consider yourself in the said ship otherwise than as a passenger, subject to the restraint of the military arrest in which you have been placed by his Honor the Lieutenant-Governor.

(Signed) "N. Bayley, Secretary.

"A. These are the conditions.

"Q. Is that the hand-writing of Mr. Bayley? [letter shewn.]—A. It is.

"Q. To the best of your knowledge, were you present at every conversation between the prisoner and me, whilst I was a prisoner?—A. I was.

"Q. Did I not, after his first return from Port Dalrymple, order Lieutenant Kent to obey no orders except those he received from me?—A. Yes.

"Q. In what manner, between the 25th of October, when I received Colonel Foveaux's letter, could I have communicated to Lieutenant Kent any orders from me?—A. I could have done it, personally.

"Q. Was all communication at that time stopped?—A. I mean to say that Governor Bligh was prevented by threats thrown out. I could have done it in any way. I was under no restriction.

Examined by the Court.

"Q. Do you know whether the prisoner considered himself under the

orders of the commodore, during his confinement, until Captain Porteous took the command of the ship?—A. Yes, I conceive he did. He told me, that when he arrived again, he should hoist the broad pendant, which he did, as he considered himself under the commodore's orders. He also said, that when he took the command of her, she was half-way down the harbour; he considered her in a manner almost at sea. She had the long pendant flying.

"Q. Was the morning and evening gun fired from the ship?—A. It was fired shortly after the 30th of July until his sailing; there was a letter from him to that effect, to know if it should be done. I do not think there was any omission. A letter was sent in answer to his, that the naval instructions were to be his guide.

"Q. Do you know of any disobedience on the part of the prisoner to the orders of the commodore, after you saw the broad pendant hoisted on board the Porpoise?—A. To his verbal orders, directing him not to sail after the 30th of July.

"Q. After Captain Bligh was put under an arrest, does it come within your knowledge that he ever interfered or remonstrated with the then existing government for the liberation of the commodore?—A. No, not to my knowledge; but he told me he had made frequent application for communication, and that once Colonel Johnstone had even threatened to supersede him; which I ridiculed.

"Q. As the prisoner never had official communication with the commodore, and never received any orders through any other medium, during the commodore's arrest; would, in your opinion, the not complying with the wishes of his employing His Majesty's vessels, have involved the colony in difficulties?—A. No, I do not; with his not going for Colonel Paterson, if that could be called a difficulty, as that was the reason assigned.

"Q. As you never officially communicated any orders from Captain Bligh, while under an arrest, had the prisoner sufficient reason to suppose that Captain Bligh, in his situation at that time, had given up his command, or acquiesced in his suspension, previous to the 30th of July, when communication was admitted?—A. No, he could have no other reason than what those letters of Commodore Bligh conveyed, as I conceive.

"Q. Were any orders given by Commodore Bligh during the time the communication was open, from the 30th of July to the 15th of September?—A. Yes.

"Q. If the prisoner suspended the operations of the men of war, after the confinement of Commodore Bligh, would it have involved the colony in difficulties?—A. From the little knowledge I had at that time of the existing government proceedings, I cannot say more than I have done.

"*Lieutenant-Colonel* JOHNSTONE, *of the* 102*d Regiment sworn, and examined by the Prisoner.*

"Q. When I arrived in His Majesty's armed tender, Lady Nelson, on

the 29th of March, 1808, did I, to your knowledge, wait on Captain Bligh? —A. Yes, you did.

"On that day, did I bring you the despatches, which I brought from Norfolk Island and the Derwent, and acquaint you that I had seen Captain Bligh, and that he had ordered me to bring the despatches to you; and that he had desired me to inform you, for your satisfaction, of the particulars of the conversation I had held with him, as he had pledged his word of honor, as an officer and a gentleman, not to assume any command, or have any intercourse with the officers and crew of the Porpoise?—A. You did.

[This question was objected to by the prosecutor, as too general.]

"Q. When you sent me my warrant, on the 12th of April, 1808, from Captain Bligh, appointing me acting commander of His Majesty's ship Porpoise, did you inform me, that the peace of the colony, and the welfare of His Majesty's service, required that I should have no further communication with Captain Bligh?—A. I did. He promised me, in writing, that he would have no communication with the ship; but before that, he stated to me, that he resigned all authority into my hands, and said, he was very much obliged to me for the very handsome manner I had carried it into execution, and conveyed to him the wishes of the inhabitants.

"Q. To your knowledge, was Captain Bligh ever released from that pledge which he had entered into?—A. Never, to my knowledge.

"Q. Did His Majesty's service absolutely require that His Majesty's ship Porpoise should take down a supply of provisions and stores to Port Dalrymple, and bring Lieutenant-Govenor Paterson to head-quarters?—A. Certainly it did.

"Q. Could any other vessel have been taken up, to carry down stores, and bring up Colonel Paterson, without government incurring an enormous expence?—A. No certainly, there could not: we must have hired the vessels from the merchants there.

"Q. If I had refused to comply with your requisition, would you have endeavoured to compel me?—A. Certainly I would, by stopping all supplies of provisions to the Porpoise, from the store.

"Q. Did you ever attempt to give me any orders?—A. No.

"Q. Was the service of the Porpoise obtained by requisition, agreeable to the etiquette of the naval service?—A. By requisition.

"Q. Did you ever threaten to supersede me?—A. I cannot call it to my recollection.

"Q. When Lieutenant Symons left the Porpoise, on my taking the command, would you have prevented me from arresting him?—A. No.

"Q. Did you ever interfere in the command of the Porpoise?—A. Never, to my knowledge.

"Q. Did Captain Bligh give any, and what pledge?—A. The pledge he gave was in writing, contained in a letter of the 19th of March, 1808, from Mr. Bayley, my secretary, to Captain Bligh, and Captain Bligh's answer of the 24th March."

[Lieutenant Kent produced his letter-book, and shewed a letter, which he requested the witness to look at, and say if ever he received it.—Answer, He did.—The letter read.]

"*H. M. S. Porpoise, 14th April,* 1808.

"Sir,—I received yours of the 12th inst. enclosing my warrant from Commodore Bligh to command His Majesty's ship Porpoise, and acquainting me that I am not to have any communication with him, by letters or messages, as the welfare of the colony and His Majesty's service require it. I should be sorry in anywise to act in a manner displeasing to you, or derogatory to the character of a naval commander; but as I consider Commodore Bligh the only person in this colony who can regularly give me orders respecting the ship, and as he is borne on the ship's books, and I am in want of officers to carry on the ship's duty, I request to be allowed permission to consult him on those points, as he is the only person who can appoint officers to the ship in this colony, or to give me instructions how he is to be borne on the ship's books in future. I have the honor to remain, &c. (Signed) "W. KENT."

"*His Honor Lieutenant-Governor Johnstone, &c.*"

"Q. Did you answer that letter?—A. I do not recollect.

Examined by the Court.

"Q. During the commodore's confinement, did the prisoner receive any orders from you?—A. No.

"Q. Had the prisoner refused to comply with your requisition, for the service already specified, what consequence might have been produced to the colony from such refusal?—A. The greatest distress imaginable: they were in want of stores of all kinds, slops in particular.

"Q. What means had you of counteracting such effect?—A. I had no other than that of hiring ships, at a very heavy expence to government.

"When Lieutenant Kent received those requisitions, did he express a wish to communicate with Commodore Bligh on the subject?—A. I cannot recollect.

"Q. From the state of arrest in which the commodore then was, would such communication have been admitted?—A. If he had wanted to speak to the commodore, I should not have hindered him.

"Q. Did you understand, from the papers already read in Court, that the commodore resigned all naval command, while he remained in the colony?—A. I certainly did, in the fullest manner.

"Q. Did you ever forward any letter from the prisoner to the commodore, during his confinement?—I do not recollect that I ever did.

"Q. You have said that you would not have supplied the Porpoise with provisions, if Lieutenant Kent had not complied with the requisition, for the good of the colony; did you ever so express yourself to Lieutenant Kent, by writing or otherwise?—A. I do not recollect.

" *Lieutenant-Colonel* FOVEAUX, *of the* 102*d Regiment, and Lieutenant-Governor of New South Wales, sworn, and examined by the Prisoner.*

" Q. Was all communication between Captain Bligh and the officers of the Porpoise prevented?—A. Yes, as will appear by my letter to Captain Bligh, and his answer to me, which are now before the Court, a copy of which I transmitted to the prisoner at the time. [Letters read; see p. 176.]

" Q. What were the motives which induced you to request that the Porpoise and Lady Nelson might be employed for the service of the colony?—A. The Lady Nelson was requested to go to Newcastle, to bring timber that was sawing there for Government, which timber was to be given for freight of a ship called the City of Edinburgh, for Government.

" Q. Was it absolutely necessary, for the good of His Majesty's service, that the Porpoise should proceed to Port Dalrymple, to bring up Lieutenant-Governor Paterson?—A. I was obliged to obey the instructions I received from my superior officer.

" Q. Was the settlement at Port Dalrymple in great want of stores, troops, and convicts?—A. Yes.

" Q. When you applied to Captain Bligh on the subject of his return to England in the Porpoise, did he not refer you to me, as her commander?—A. Yes; it will appear in his answer to my letter, dated 16th September, 1808.

" Q. To your knowledge, was Captain Bligh ever released from the solemn pledge he had entered into with Colonel Johnstone, not to assume any command till His Majesty's pleasure was known?—A. No, never.

" Q. What would the consequence have been, had I refused compliance with your wishes, for the benefit of His Majesty's service?—A. I should have endeavoured to have compelled you, by the refusal of provisions and stores, from the store.

" Q. Could any other vessel have been taken up to carry down provisions and stores, and to bring up Colonel Paterson, without Government incurring an enormous expence?—A. Certainly not.

" *Captain* JOHN PORTEOUS, *of the Porpoise, sworn, and examined by the Prisoner.*

" Q. On the 1st day of January, 1809, when you took the command of the Porpoise, what pendant did you find flying on board of her?—A. A broad pendant.

" Q. After you had superseded me in the command of the Porpoise, did you consider yourself secure in obeying the *verbal* orders of Captain Bligh, on matters of importance?—A. No, I did not.

" Q. Did Captain Bligh ever propose to you to blow down the town of Sydney?—A. Yes.

" Q. What answer did you make?—A. I requested a written order; but he said he was under an arrest. But on my first joining the Porpoise,

I had a written order from Captain Bligh, to put myself under his command.

"Q. After I was some months in arrest, did I enclose you a letter to be forwarded to Captain Bligh, requesting his permission to walk on shore for a few hours, for the benefit of my health?—A. Yes.

"Q. Do you know what answer he made to that application?—A. Captain Bligh said that he did not know that Mr. Kent was under any other arrest, than confinement to the ship.

"Q. What distance did the Porpoise lie from the shore?—A. About a quarter of a mile.

"Q. Could Captain Bligh have come on board at any time from Government-house, and assume the command of the ship?—A. In my opinion, he could.

"Q. Did Captain Bligh, on your arrival in the colony, in 1808, instruct you to wait upon Colonel Foveaux, as commanding officer?—A. He recommended my calling on him.

Examined by the Court.

"Q. Was the arrest of Lieutenant Kent more close than that of officers generally under an arrest?—A. No.

"Q. Had he permission to take a walk on shore?—A. No, he was refused that on the first application.

"Q. What were your reasons for thinking that Commodore Bligh could have come on board the Porpoise, and taken the command?—A. If Commodore Bligh had any intentions to have come on board, he might have evaded the sentinels in the evening, by escaping their observation.

"Q. Was he guarded by sentries at the time?—A. There were two who walked in front of the house, I do not know of any others; they have always been placed.

"Q. Did you ever know the orders given to the sentries?—A. No.

"Q. Was it a guard of honor or restraint?—A. Restraint.

"*Mr.* John Sloan, *Purser of the Porpoise, sworn, and examined by the Prisoner.*

"Q. Do you recollect, after my arrival from Port Dalrymple the first time, my going to Government-house, a day or two after communication had been granted between myself and Captain Bligh?—A. Yes.

"Q. Were you present at that interview?—A. Yes.

"Q. Do you remember what Captain Bligh said on that occasion?—A. After the entries were made, I recollect, whilst I was inserting his name at Government-house, a conversation took place between Captain Kent and Governor Bligh, the nature of which I do not know; but I heard Captain Bligh tell Captain Kent to do what he thought most conducive to the interest of His Majesty's service.

"Q. Have you received any certificate from Captain Bligh?—A. No.

[The Court then adjourned till Thursday.]

THIRD DAY.

THURSDAY, JANUARY 11, 1811.

Lieutenant WILLIAM ELLISON, *of the Porpoise, sworn, and examined by the Prisoner.*

"Q. Were you lieutenant of His Majesty's ship Porpoise in 1808?—A. I was.

"Q. Did you meet me, after I came from Government-house with the despatches, on the 29th of March, 1808?—A. I did.

"Q. Acquaint this Court what conversation you had with me?—A. You informed me, that you had waited on Commodore Bligh, with the despatches which you brought from Norfolk Island and the Derwent, which despatches, you informed me, Commodore Bligh refused to take, in consequence of a pledge entered into between him and Major Johnstone, and that he desired you to take the despatches to Major Johnstone.

"Q. Did I consult you on the propriety of employing His Majesty's ships for the good of the colony?—A. You did.

Examined by the Prosecutor.

"Q. When the Porpoise sailed from Port Jackson, was not the Estremena schooner lying there in the employment of Government, unemployed?—A. I do not know.

Examined by the Court.

"Q. Had the prisoner the means of arresting Lieutenant Symons, as a deserter, during the prisoner's command of the Porpoise?—A. I suppose he could.

"Q. State your reasons.—A. Mr. Symons being on the spot before we sailed for Port Dalrymple.

"Q. Do you mean to say that the civil or military power would have suffered his arrest?—A. I cannot say whether they would, or would not.

"Q. Had the prisoner orders from Commodore Bligh to arrest Lieutenant Symons?—A. Not that I know of.

"Q. During the prisoner's confinement to the ship, what was the state of his health?—A. Generally, very ill.

"Q. What was the supposed cause of that illness?—A. I suppose from his confinement to the ship.

"Q. Do you recollect how long he was confined to the ship?—A. I think, to the best of my recollection, thirteen months.

"Q. Do you know if he ever went on shore during that time?—A. I think he never did.

"Q. Did the surgeon apply to Commodore Bligh for permission for the prisoner to go on shore sometimes, for the benefit of his health?—A. He did; I was present once when the surgeon requested him to be allowed to go on shore two hours in the day.

"Q. State the manner and cause of the denial?—A. When Mr. M'Millan asked Captain Bligh, in my presence, Captain Bligh replied 'I'll be

damned, if ever that fellow goes out of this ship that ran away with my broad pendant.'

"Q. Was ever Lieutenant Symons on board the Porpoise, after he discharged himself?—A. I think he was.

"Q. Was the prisoner permitted to go on shore at Port Jackson, after Colonel M'Quarrie arrived?—A. He was.

"Q. Was it generally considered at Port Jackson, especially among the navy, that Lieutenant Symons was a deserter from the service?—A. No.

"Q. Was the confinement of the prisoner more rigorous than that of officers usually under an arrest?—A. As far as I could see, he had the whole range of the ship.

Mr. JOHN M'MILLAN, *Surgeon of the Porpoise, sworn, and examined by the Prisoner.*

"Q. Did I write to you at the Derwent, after being some months under an arrest, requesting you to apply to Captain Bligh, to have a medical survey taken on the ill state of my health, that I might avail myself of the joint opinion of the medical officers?—A. Yes.

"Q. Did you apply to Captain Bligh?—A. I did.

"Q. What answer did you receive?—A. I cannot convey an idea to the Court, unless I am permitted to shew his attitude [which being granted, he continued]. He, in the most insulting manner, brandished his fist *close to my nose*, and said that he would *not* let *that fellow* go on shore, who ran away with his broad pendant.

Captain PORTEOUS *examined by the Prosecutor.*

"Q. When I directed you to place Lieutenant Kent in arrest, did I inform you of my reasons?—A. Yes.

"Q. Did you communicate it to him?—A. Yes.

"Q. Was not the conversation on firing on the town, a mere general observation that a captain of a man-of-war might hear when his commanding officer was in prison?—A. No, I do not conceive it was a general observation. Captain Bligh was violent at the time, and said, if I knew my duty, I would go on board and blow the town down.

"Q. Who was present at the time?—A. I do not recollect that any one was present.

"Q. Was it at table, when Mr. Griffin and ladies were present?—A. No, it was not; it was in the forenoon.

Question by the Prisoner.

"Q. Could not the fort have blown the Porpoise out of the water?—A. Yes; it might have sunk her; it was directly above us.

Question by the Court.

"Q. From the state the colonial affairs were in, and taking into consideration the circumstances attendant on the confinement of Commodore Bligh, should you, as the captain of the Porpoise, think yourself justifiable in attacking the fort?—A. No; but if I had received a written order from Commodore Bligh, I must have obeyed it.

The prisoner, having no further witnesses to call, here presented the following address to the Court:

"Mr. President, and Gentlemen of this Honorable Court,—I will not presume to impose a longer task on the patience of this Honorable Court, by any further animadversion or remark on the evidence that has been given, and the various documents which have been produced; entertaining, as I do, a humble hope, that what has been urged will have impressed every individual of this Honorable Court with a strong sense of the peculiar hardships of the situation in which a young and inexperienced officer was placed. With no choice but of difficulties—abandoned by my superior officer, who would give me no orders for my guidance, it appeared to me that I could not err by a zealous solicitude to execute the public service, which I well knew His Majesty's ships were employed in that colony to perform. I therefore submit myself and my cause, with humble confidence, to the justice of this Honorable Court, under the firmest conviction, that every allowance will be made in my favour, if it should appear, that, in difficulties so arduous and unprecedented, it may have been my misfortune to have deviated, in any particular, from that line of conduct which the rules of the service might have required from me, and which I solemnly declare it was my most earnest wish, and would have been my greatest pride, to have acted in strict conformity to.

"With the most heartfelt gratitude I intreat leave to return my humble and respectful thanks to this Honorable Court, for the indulgence with which I have been heard.

(Signed) "W. G. C. Kent."

The prosecutor then asked permission of the Court to call other witnesses, and to read some letters. The Court was cleared to consider of his request, when, on being re-opened, he was informed they had decided upon hearing no more evidence. After which, the Court was again cleared, and in about an hour opened again, when they pronounced the following

SENTENCE.

"The Court proceeded to try the said Lieutenant William George Carlile Kent, on the above-mentioned charges, preferred against him by Captain William Bligh, and having heard the evidence produced in support of the charges, and by the said Lieutenant W. G. C. Kent, in his defence, and what he had to allege in support thereof, and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that it appears that the said Lieutenant W. G. C. Kent did sail with the said ship from Port Jackson, in the two instances stated in the above-mentioned charges, without the orders of the said Captain William Bligh; that he did not so

sail under the orders of the persons asserted therein to have illegally and by force dispossessed the said Captain William Bligh of the government of New South Wales; and did not improperly strike the broad pendant of the said Captain William Bligh; that it appears that the said Lieutenant W. G. C. Kent, under the extreme and extraordinary difficulties in which he was placed, shewed every disposition to obey any orders which the said Captain William Bligh might have thought fit to have given him; that he was actuated by a sincere wish to perform his duty for the good of His Majesty's service, and that he was justified in the conduct he pursued on such occasion: and the Court is further of opinion, that the said third charge has not been proved against the said Lieutenant W. G. C. Kent, and doth adjudge him to be acquitted of the whole of the above charges; and the said Lieutenant W. G. C. Kent is hereby acquitted accordingly.—Signed by the Court.

(Countersigned) "MOSES GREETHAM, Jun.
Deputy Judge Advocate of the Fleet."*

So satisfied were the Lords of the Admiralty of the correctness of Lieutenant Kent's conduct, that they not only directed him to be paid as commander of the Porpoise, during the whole period of his confinement, although Captain Porteous was also paid, but they also noted his name for promotion. From the long and rigorous imprisonment he had undergone, however, his health was not sufficiently re-established for active service, until April, 1812, when he applied for employment, and was immediately appointed to the Union, 98, fitting out for the Mediterranean station. In this ship he served under Captains Samuel Hood Linzee, William Kent, and Robert Rolles, until December following; when, having had the misfortune to lose his uncle, (who had ever been his patron and protector †), and wishing for a more active employment, he was removed by Sir Edward Pellew (now Viscount Exmouth) into the Sparrowhawk sloop, Captain Thomas Ball Clowes, with whom he continued, as first lieutenant, until promoted to the rank of commander, June 15th, 1814.

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* For further particulars of the transactions at Sydney, in 1808, see the "Proceedings of a General Court-Martial, held at Chelsea, in May and June, 1811, for the trial of Lieutenant-Colonel Johnston, on a charge of Mutiny &c." Published by Sherwood, Neely, and Jones, London.

† See p. 157.

Whilst serving in the Sparrowhawk, which vessel was employed on the Malta station during the plague, this officer met with an accident, which caused him the most excruciating torture, and to be confined to his bed for a considerable length of time, blind of both eyes, and without surgical assistance, his messmate, the doctor, having been accidentally left behind at Minorca. He has been fortunate enough to recover the sight of one; but can scarcely discriminate objects at only a few yards distance with the other.

In 1816, Commander W. G. C. Kent volunteered his services, and urgently requested to be employed in the fleet destined against Algiers; but the expedition being on so small a scale, his application could not be complied with. He married, Dec. 30th, 1830, Susanna Elizabeth, third daughter of the late Mr. John Rankin, a merchant of Greenock, in Scotland, by whom he has issue, one daughter.

THOMAS COLBY, Esq.

Second son of an eminent surgeon, now deceased, by Mary Copplestone, a descendant of the very ancient Devonshire family of that name.

This officer was born at Torrington, co. Devon, in 1782; and entered the royal navy, in Mar. 1797, as midshipman, on board the Bedford 74, Captain Sir Thomas Byard; under whom he served at the battle of Camperdown, and (in the Foudroyant 80) at the defeat of Mons. Bompard, by Sir John B. Warren, off the N. W. coast of Ireland, Oct. 13th, 1798*. We subsequently find him serving under the flag of Sir Charles Cotton, with whom he continued until the peace of Amiens, when he was sent to the East Indies, as an admiralty midshipman, in the St. Fiorenzo frigate, Captain Joseph Bingham. On the 18th Sept. 1804, being then in the Centurion 50, Captain James Lind, he assisted in successfully repelling an attack made upon that ship, by a French squadron, consisting of the Marengo 80, and two heavy frigates, under

* See Vol. I. Part I. p. 150 *et seq.*, and p. 170 *et seq.*

the command of Rear-Admiral Linois *. On his return home, he was appointed a lieutenant of the Thunderer 74, Captain William Lechmere, by commission dated April 8th, 1805. On the 22d July following, he assisted at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder †. He also bore a part at the glorious battle of Trafalgar ‡; and was slightly wounded in action with the Turks, during Sir John T. Duckworth's operations against the Sublime Porte, in Feb. 1807. On the latter occasion, the Thunderer was commanded by Captain (now Sir John) Talbot.

During the ensuing campaign in Egypt, Lieutenant Colby was employed on the river Nile. In 1809, he proceeded to the West Indies, on Lord Mulgrave's promotion list; but returned home from thence without advancement, in consequence of a change in the naval administration. After this, he was again sent, by Mr. Yorke, to the Mediterranean; and there promoted from the Prince of Wales 98, Captain John Erskine Douglas, to the command of a prize brig captured at Genoa, in April, 1814. This appointment was confirmed by the Admiralty on the 17th of the following month.

Commander Colby married, in April 1826, Mary, daughter of the Rev. John Palmer, of Torrington, and niece of the late Marchioness of Thomond. His eldest brother, James, a surgeon, died in 1819; his youngest, Henry, was the midshipman alluded to in Vol. III. Part II. p. 290, who perished on board a prize belonging to the Sheldrake sloop, Feb. 19th, 1809.

JOSEPH WILLIAM BAZALGETTE, Esq.

Was made a lieutenant on the 12th June 1806; and promoted from the America 74, Captain Sir Josias Rowley, to the command of a French prize brig, at Genoa, in April, 1814. The services which led to his advancement are officially detailed in pp. 424—430 of Vol. II. Part I. His com-

* See Vol. II. Part II. pp. 874—877.

† See Vol. I. Part I. p. 405. See *Id.* p. 405.

mission as commander bears date May 17, 1814. A pension of £150 per annum, for wounds, was granted him on the 12th Nov. following.

JOHN NICHOLAS, Esq.

Obtained his first commission on the 11th Aug. 1808; and was made a commander, while serving in the Mediterranean, May 17th, 1814. He married, Nov. 22d, 1821, Louisa, only child of the Rev. Nathaniel Fletcher, of Lee House, near Romsey, co. Hants; and died at Bath, in Dec. 1831, aged 44 years.

JOHN GARDNER M'BRIDE M'KILLOP, Esq.

Was made a lieutenant in Oct. 1797; and promoted to the command of the Solebay, receiving-ship, at North Yarmouth, May 26th, 1814. He subsequently held an appointment in the Preventive Service at Aldborough; and died at Dinan in France, Dec. 6th, 1829.

VINCENT NEWTON, Esq.

Was made a lieutenant, and appointed to the Santa Margaritta frigate, Captain Wilson Rathborne, May 12th, 1803. He subsequently served under Captain Hugh Cameron, in the Hazard sloop, on the Leeward Islands station. On the 26th May, 1814, he was promoted to the command of the Manly brig, on the North American station.

WILLIAM HUTCHINSON, Esq.

Obtained his first commission in Dec. 1806; and the command of a division of armed schuyts, employed in the rivers Elbe, Weser, and Ems, in the summer of 1810. He subsequently served as flag-lieutenant to the late Sir Thomas F. Fremantle, on the Mediterranean station; and was promoted to his present rank, May 26th, 1814.

RICHARD STREATFEILD, Esq.

Son of Henry Streatfeild, of Chiddingstone, co. Kent, Esq.

This officer passed his examination in Sept. 1808; was made a lieutenant on the 19th July, 1809; and promoted to the rank of commander, while serving in the Impregnable 98, May 26th, 1814. He married, July 27th, 1824, Anne, daughter of Henry Woodgate, of River Hill, Kent, Esq.

SIR WILLIAM CRISP HOOD BURNABY, Bart.

Only son of the late Sir William Chaloner Burnaby, Bart. by Elizabeth, second daughter of Crisp Molineaux, of Garboldisham, co. Norfolk, Esq., and grandson of the late Admiral Sir William Burnaby, successively commander-in-chief at the Leeward Islands and Jamaica, who died in 1776.

This officer was made a lieutenant, into the Jason frigate, Nov. 3d, 1809; appointed to the Junon 38, Captain James Sanders, on the Halifax station, Feb. 2d, 1813; and promoted to the command of the Ardent prison ship, at Bermuda, May 26th, 1814. He married, May 2d, 1816, the widow of Joseph Wood, Esq. of Bermuda.

RICHARD GREENAWAY, Esq.

Passed his examination in Oct. 1809; and was made a lieutenant, into the Eagle 74, Captain (now Sir Charles) Rowley, Dec. 13th following. The manner in which he was subsequently employed, will be seen on reference to Vol. I. Part II. p. 673, *et seq.* and Vol. III. Part I. p. 212, *et seq.* His promotion to the rank of commander took place May 26th, 1814.

PRINGLE HOME DOUGLAS, Esq.

Obtained the rank of lieutenant in Oct. 1801; and a commander's commission on the 28th May, 1814.

RICHARD HENRY HOLLIS PIGOT, Esq.

Was made a lieutenant in Oct. 1806; and commander on the 31st May, 1814.

JOHN MEDLICOTT, Esq.

This officer's first commission bears date Jan. 7th, 1802; about which period he was presented with the Turkish gold medal, for his services on the Egyptian coast, during the campaign of 1801. He obtained the rank of commander June 4th, 1814; previous to which he had served as flag-lieutenant to Rear-Admiral (now Sir William) Hargood, on the Guernsey station.

CHRISTOPHER WEST, Esq.

Entered the royal navy, in Mar. 1800, under the auspices of the late Commissioner George Henry Towry *; and first went to sea in the Thetis frigate, Captain Henry Edward Reginald Baker, under whom he served in the memorable expedition to Egypt. On his return from thence to Malta, he joined the Wassenaer 64, armed *en flûte*, which ship, commanded, we believe, by Captain John Larmour, was paid off in Sept. 1802. We next find him in the Minotaur 74, Captain John Moore Mansfield, at the capture of la Française, a French 44-gun frigate, May 28th, 1803. He was also on board the same ship at the battle of Trafalgar and siege of Copenhagen; on which latter occasion she bore the flag of Rear-Admiral William Essington.

From the Minotaur, Mr. West was sent, on promotion, to the flag-ship of Admiral Gambier, who soon appointed him sub-lieutenant of the Desperate gun-brig. His first commission bears date Feb. 9th, 1808; from which period he served, for several months, as senior lieutenant of the Fury bomb,

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* See Vol. II. Part I. note † at p. 86, *et seq.*

Commander John Sanderson Gibson; and for nearly three years, as third of the Blake 74, Captain Edward Codrington.

In the spring of 1809, the Sea-Lark schooner, sailing in company with the Blake, on the North Sea station, shipped a heavy sea, and immediately went to the bottom, taking with her the whole of the officers and crew, except one man, who was saved through the exertions of Lieutenant West, assisted by a good boat's crew.

After the reduction of Flushing, on which occasion she bore the flag of Rear-Admiral Lord Gardner, the Blake was employed in the defence of Cadiz, (from whence she escorted four Spanish line-of-battle ships to Minorca) and subsequently in co-operation with the patriots of Catalonia*. While on the latter service, Mr. West had a severe attack of pleurisy, which compelled him to return home in Sept. 1811. When recovered, he was appointed flag-lieutenant to Rear-Admiral Thomas Surridge, commander-in-chief at Chatham, where he continued until the end of the European war; previous to which he had the honor of steering and attending on our present most gracious monarch, during his inspection of the Russian fleet, sent over to England for safety. He obtained his present rank through the very strong recommendation of Rear-Admiral Surridge, June 4th, 1814; and married, in 1815, his first cousin, Miss S. Ware, of Camden Town, near London. One of his brothers, Matthew Thomas West, is a lieutenant in the royal navy.

ROBERT JAMES GORDON, Esq.

Third son of Captain Gordon, of Everton, near Bawtry, co. York.

This officer passed his examination in Nov. 1807; obtained a lieutenant's commission on the 11th of the following month; and subsequently distinguished himself, on various occasions, while serving in the Mercury frigate, successively commanded by Captains James Alexander Gordon and the Hon. Henry Duncan, off Cadiz and in the Mediterranean. He was made

* See Vol. I. Part II. p. 872 *et seq.*

a commander on the 6th June, 1814; and died Sept. 27th, 1822, at Wilet-Medinet, a day's journey from Sennaar, in Africa, whence he was proceeding in an attempt to reach the source of the Bahr Colittiad.

ROBERT JULYAN, Esq.

Was made a lieutenant in June 1799; appointed first of the San Juan sheer-hulk, bearing the broad pendant of Commodore Penrose, at Gibraltar, about Aug. 1810; and promoted to the command of the Rolla sloop, June 7th, 1814.

HUGH PEARSON, Esq.

Was wounded in an action with the Cadiz flotilla, while serving as master's-mate of the Barfleur 98, July 3d, 1797 *. He obtained the rank of lieutenant on the 11th Dec. 1799; and distinguished himself, on several occasions, while serving as first of the Arethusa frigate, Captain Robert Mends, on the north coast of Spain, in 1809 and 1810. From among that officer's public letters, we select the following:

"*H. M. S. Arethusa, off Bilboa, Mar. 20th,* 1809.

"Sir,—I have the pleasure of acquainting you, for the commander-in-chief's information, that on the 15th instant, at day-break, a party of seamen and marines belonging to this ship, landed under the command of the first lieutenant, Mr. Hugh Pearson, and Lieutenant Scott, R. M., and destroyed upwards of twenty heavy guns, mounted on the batteries at Lequito, defended by a detachment of French soldiers, a serjeant and twenty of whom were made prisoners, who, on our people forcing the guard-house in the principal battery, threw down their arms, and begged for quarter: the rest of their comrades effected their escape by running for it.

"This little affair was conducted by Lieutenant Pearson, with that boldness and promptitude which generally command success, and to which I attribute our having only three men wounded, notwithstanding a quick fire of musketry for some time from the battery and guard-house, as our people advanced. A small vessel, laden with brandy, was found in the harbour and brought away.

* See p. 136, *et seq.*

" The following day, having received information of two chasse-marées being up the river Andero, laden with brandy for the French army in Spain, in the evening the same party was again landed, who found them aground, about four miles up, with their cargoes on board, which were destroyed. The vessels appearing to be Spanish property, and forcibly seized on to carry those supplies, were restored to their owners.

" On the 20th, Lieutenant Pearson, with the officers and men who were with him at Lequito, took possession of the batteries of the town of Paisance, without opposition, and destroyed the guns; the small parties of the enemy stationed at these places retiring as our people approached. I am, &c. (Signed) " R. MENDS."

" *To Captain Charles Adam, H. M. S. Resistance.*"

" *H. M. S. Arethusa, off Bermeo, July* 11*th*, 1810.

" My Lord,—After a consultation with the Junta of Asturias, on the 24th ultimo, I consented to receive on board of the squadron your lordship has been pleased to place under my command, the Spanish Brigadier-General Porlier, and five hundred of his soldiers, with the intention of beating up the enemy's quarters along the coasts of Cantabria and Biscay, in order to make a diversion of his troops towards the sea-ports in his possession, and thus afford an opportunity for a combined movement of the Spanish armies in Asturias, by compelling the enemy to detach more of his forces to oppose us, and thereby weaken the interior of that province and St. Andero, or to suffer his sea-defences to be destroyed, and his supplies coastways cut off; the one or other alternative appearing to me an inevitable result of such movements. I have now the pleasure of informing your lordship, that we have completely succeeded in the maritime part of the expedition, without the loss of a single man, having destroyed all the batteries (with the exception of Castro) from St. Sebastian to St. Andero, on which were found about one hundred pieces of heavy cannon altogether, and laid that whole extent of sea-coast entirely bare of defence.

" Communications are thus opened with these provinces, and the zealous attachment of the inhabitants to the independence of their country ascertained, should it hereafter be deemed expedient to act on it.

" The strong port of Santona, and the numerous batteries round Bermeo, being dismantled, our ships will have in future two good anchorages on the coast in westerly gales, as it will be a work of considerable time and labour to re-mount heavy cannon on the various eminences of those places, which must all be conveyed by sea, the country being so extremely mountainous, and the roads so bad, that land-carriage is almost impracticable.

" The brigade of seamen and marines from the squadron being commanded by the Honorable Captain Aylmer, of the Narcissus, his letter to me of the 9th instant will inform your lordship of the events which took place on their landing at Santona, and during the short time they occupied

it. To the zeal and ability of that excellent officer I am much indebted, as well as to that of Captain Bowles, of the Medusa, who most anxiously solicited to be attached to the brigade, and acted as second in command. Mr. Hugh Pearson, my first lieutenant, and Lieutenant Desbrisay, commanding the marines, distinguished themselves by their exemplary conduct, as, in short, did all the other officers and men composing the brigade.

"The disposition of the boats made by Captain Galway, of the Dryad, assisted by Captain Joyce, of the Amazon, at our different landings, was so judicious as to prevent either confusion or loss, where the surf was frequently extremely dangerous to approach; nor were the services of Captain Digby, of the Cossack, less important, in forwarding every part of the various duties going on both night and day; and I have only to regret that the early retreat of the enemy on the 7th deprives me of an opportunity of announcing to your lordship his entire defeat and surrender.

"Having by our landing at Santona induced the enemy to abandon several positions in the interior, as well as on the sea-coast, in order to collect a sufficient force to prevent our continuing in possession of that place, I shall be happy to find that the armies of Asturias, and of the mountains of St. Andero, have been put in motion, during the absence of the French, which was the principle agreed upon between the Junta of Asturias and myself; but as yet I have no information on that head.

"This expedition has, however, cost the enemy upwards of two hundred men, besides an infinity of trouble and marching, and added nigh 300 volunteers to General Porlier's little army. I am also happy in having this opportunity of bearing testimony to the talents of that distinguished officer, and the gallantry of his small band of officers and soldiers, who on every occasion were emulous for their own and their country's honor.

"I am now proceeding westward, to land the general and his men at Ribadeo, and shall feel happy if the complete success of this little expedition, the zeal with which it has been executed, and the principle on which it was undertaken, be honored with your lordship's approbation. I have the honor to be, &c. (Signed) "R. MENDS."

"*To the Right Hon. Admiral Lord Gambier.*"

Mr. Pearson was promoted to the command of the Curlew sloop, June 7th, 1814.

GEORGE HILTON, ESQ.

WAS made a lieutenant in July, 1801; and promoted to the command of the Nimrod sloop, June 7th, 1814. He

married, April 23d, 1816, Elizabeth, eldest daughter of Henry Wise Harvey, Esq. and grand-daughter of the heroic Captain John Harvey, who fell, while most gallantly asserting the honor of his country, on the ever memorable 1st of June, 1794. This officer became a widower on the 25th Feb. 1819.

CURRY WILLIAM HILLIER, Esq.

Is the son of a superannuated warrant officer, who died at Devonport, Mar. 13th, 1829, aged 89 years. He was made a lieutenant on the 8th Oct. 1801; appointed to the command of the Defiance prison ship, Dec. 30th, 1813; and promoted to his present rank June 7th, 1814.

THOMAS ARSCOTT, Esq.

Son of Thomas Arscott, M. D., of Teignmouth, co. Devon; and was born at that place Aug. 24th, 1779. He entered the royal navy in June, 1796, as midshipman on board the Mercury 28, commanded by the late Viscount Torrington, and then about to sail for Newfoundland, where he did duty on shore with the garrison, during the blockade of St. John's harbour, by a French squadron under Rear-Admiral Richery*. He next served in the Camilla 24, Captain (now Vice-Admiral) Poyntz; and subsequently in the Galatea 32, Captain Byng; the Royal George first rate, bearing the flag of Lord Bridport; and the Leviathan 74, flag-ship of Rear-Admiral Duckworth, at the reduction of the Swedish and Danish islands, in the West Indies, Mar. 1801 †.

After the occupation of the said colonies, Mr. Arscott was appointed acting lieutenant of the Fairy 18, in which sloop he continued, under Captain Frederick Warren and his successors, until superseded by order of the Admiralty, and

* See Vol. I. Part II. p. 656.

† See Vol. I. Part II. note † at p. 798; and Vol. II. Part I. note * at p. 326.

obliged to rejoin the Leviathan, as midshipman. A subsequent appointment, however, (to the Ceres troop-ship) was confirmed at home, July 18th, 1802.

We next find Mr. Arscott serving as lieutenant of the Indefatigable frigate, Captain (now Sir Graham) Moore, at the capture and destruction of four Spanish treasure-ships, Oct. 5th, 1804 *. He also assisted in cutting out the French national brig le Cæsar, from the river Gironde, July 16th, 1806, on which occasion he was slightly wounded †.

From the Indefatigable, this officer was removed into the Marlborough 74, previous to her escorting the royal family of Portugal from Europe to Brazil ‡. After his return from that station, with Captain Moore, he proceeded in the same ship, under the *pro-tempore* command of Captain (now Sir John) Phillimore, to the river Scheldt, where he was very actively employed during the whole of the operations connected with the Walcheren expedition, particularly at the destruction of the basin, arsenal, and sea-defences of Flushing, in Dec. 1809 §.

In the beginning of 1812, Mr. Arscott was appointed first of the Chatham 74, a new ship just commissioned by Captain Moore; and on that officer being promoted to the rank of Rear-Admiral, he accompanied him to the Baltic, as his flag-lieutenant, in the Warrior 74. He obtained a commander's commission on the 7th June, 1814; spent the remainder of his days in retirement; and died at Chudleigh, co. Devon, in June, 1827.

Captain Arscott's eldest sister is the wife of Lieutenant Henry Beddek, R. N. His brother, James Arscott, was with the late Sir Eliab Harvey, in the Temeraire 98, at the battle of Trafalgar; and latterly served as first lieutenant of the Nymphe frigate, and Bulwark 74, both commanded by that active officer, the late Captain Farmery P. Epworth. Being disappointed in obtaining promotion at the peace, he

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* See Vol. I. Part II. p. 535 *et seq.* † See Suppl. Part III. p. 239.

‡ See Vol. I. Part I. p. 320; and Part II. p. 536 *et seq.*

§ See Suppl. Part II. p. 418.

retired from the service in disgust, broke a blood vessel, and died lamented by all who knew him, both as an officer and a private gentleman.

ALEXANDER DIXIE, Esq.

According to Debrett, this officer is the third son of the late Sir Beaumont Joseph Dixie, Bart. by Margaret, daughter of Joseph Shewen, of Stradey, co. Carmarthen, Esq. He was made a lieutenant in Oct. 1804, and promoted to the command of the Saracen sloop, June 7th, 1814. His wife, to whom he was married in 1818, is a daughter of the Rev. J. D. Churchill, rector of Blickling, co. Norfolk.

EDWARD STEWART, Esq.

Obtained his first commission on the 16th Mar. 1805; served as lieutenant of the Powerful 74, Captain Charles James Johnston, during the Walcheren expedition; and subsequently in the Royal Oak 74, bearing the flag of Lord Amelius Beauclerk; from which ship he was promoted to the rank of commander, June 7th, 1814. His last appointment was, Dec. 26th, 1820, to the Brisk sloop, employed in cruising against the smugglers on the North Sea station. He was drowned in the river Medway, together with his purser and boat's crew, Dec. 23d, 1823.

Commander Stewart had the reputation of being a good officer and a most excellent man. Several pieces of poetry, written by him, are to be found in the Naval Chronicle.

THOMAS CAREW, Esq.

Nephew to the Right Hon. Sir John Newport, Bart., D. C. L. and M. R. I. A., many years representative in parliament for the city of Waterford.

Mr. Carew was made a lieutenant on the 16th July,

1805. We first find him in the Belliqueux 64, Captain George Byng,* under whom he served on shore, as a volunteer, with the marine brigade, at the reduction of the Cape of Good Hope, in Jan. 1806, and afterwards on the East India station. On the 26th Aug. 1807, he commanded a boat in an affray with two Malay proas, on which occasion Mr. Turner, acting lieutenant, and six men were killed. His subsequent gallant conduct as first lieutenant of the Piedmontaise frigate, Captain Charles Foote, at the storming of the defences of Banda-Neira, the principal of the Dutch Spice Islands, was duly represented by the senior officer, Captain (now Sir Christopher) Cole.†

On the 22d Nov. 1813, Lieutenant Carew was appointed to the Rodney 74, Captain Charles Inglis; in which ship he continued until promoted to the command of the Jasper sloop, June 7th, 1814.

In Aug. 1816, the Jasper accompanied the expedition destined against Algiers to Gibraltar; from whence she returned home with Lord Exmouth's despatches. On the night of the 19th Jan. 1817, she was totally wrecked, in Plymouth Sound, when of 67 persons on board, including Mr. Edward Smith (master and commanding officer), Mr. Robert Marshall (purser), Mr. Godfrey Martin (master's-mate), and Messrs. William Doles and S. W. Williams (midshipmen), with fifteen females, all but two men perished. The storm which caused her destruction is thus spoken of in the "Plymouth Telegraph:"

"During the greater part of Sunday, Jan. 19th, the weather bore a very portentous appearance, as if the elements were preparing a terrific mischief. As the night drew near, every thing betokened an approaching hurricane. The wind suddenly turned into the S.S.E. quarter and oscillating, at intervals, between that and S.S.W. blew with a fury, which, joined to an extraordinary high tide, the tremendous violence of the waves, and a pitchy darkness that might almost be felt, created the irresistible presentiment of some awful catastrophe. About four o'clock in the morning of Monday, the tempest had increased to a perfect hurricane, and

* The late Viscount Torrington.

† See Vol. II. Part II. p. 508.

within two lamentable hours from that period, we shudder to state, not less than three gallant vessels were shivered to atoms on the coast, within a short distance of each other; and at least seventy human beings instantaneously consigned by a watery death to eternity.

"The vessels proved to be the Jasper brig of war, Captain Carew, wrecked on the Bear's Head, at Mount Batten; the Princess Mary packet, Captain Pocock, in Deadman's Bay; and the Telegraph schooner, Lieutenant John Little, under the Eastern Hoe. Besides these unfortunate vessels, the Lapwing revenue cutter, Lieutenant Thomas Lipson, lying in Mill Bay (a place from which a vessel was never before known to drive), parted from her cables and went ashore, high and dry, over a ridge of rocks, with comparatively but little injury."

On the 28th of the same month, a court-martial was assembled, in Hamoaze, to inquire into the circumstances attending the loss of the Jasper; when it appeared from the evidence of the two men who had escaped, and of Mr. Sidley, the harbour-master, that the sad catastrophe was the consequence of proper precaution not having been taken in due time to prevent the shipwreck, by veering away more cable and striking her top-masts, and by her having both lower-yards and top-gallant-masts aloft; but that no blame was imputable to Captain Carew, as he had left her properly moored, and in a good berth: he was therefore acquitted.

This officer, we are told, married a widow lady with a fortune of £80,000.

JOHN FISHER, Esq.

Was made a lieutenant in Aug. 1805; and promoted to the command of the Wasp sloop, June 7th, 1814.

JAMES PICKARD, Esq.

Son of the late Mr. James Pickard, a most respectable man, in business at Birmingham, where he made great improvements on the steam-engine, and realized a handsome independence, which he lived to enjoy in retirement for many years.

Mr. James Pickard, junior, was born at Birmingham, in 1781; and entered the royal navy, at the age of fifteen years, as midshipman on board the Diana frigate, Captain Jonathan Faulkner, then on the Irish station, where she re-captured several merchant vessels, and was more than once chased by part of a powerful French fleet, in the vicinity of Bantry Bay.

In the following year, 1797, Mr. Pickard joined the Boadicea frigate, Captain (now Sir Richard G.) Keats; under whom he served, in that ship and the Superb 74, until ordered by Lord Nelson to act as lieutenant of the Canopus 80, bearing the flag of Rear-Admiral (afterwards Sir Thomas) Louis, April 2d, 1805. This appointment was confirmed by the Admiralty, on the 11th Oct. following, previous to which he had accompanied our great hero to Egypt and the West Indies, in pursuit of the combined French and Spanish fleets. The manner in which the Canopus was employed, between Aug. 1805 and June 1806, has been stated in Vol. II. Part I. pp. 279—281; but we should have added, that it was the share she bore at the battle of St. Domingo, which gained Rear-Admiral Louis a baronetcy, and her captain (F. W. Austen) a companionship of the Bath.

After undergoing a thorough repair at Plymouth, the Canopus, then commanded by Captain (afterwards Commissioner) T. G. Shortland, and still bearing the flag of Sir Thomas Louis, proceeded in company with other ships to the coast of France, for the purpose of intercepting a French squadron, to which Jerome Buonaparte was attached as a *capitaine de vaisseau*. On the 27th of Sept. 1806, a remarkably fine frigate, le Presidente, of 44 guns and 330 men, was captured. Towards the end of the same year the Canopus was sent to Constantinople, from whence Sir Thomas Louis brought away the Russian embassy, when war broke out between Turkey and the Czar. On the 19th Feb. and 3d Mar. 1807, she led the van of Sir John T. Duckworth's squadron through the passage of the Dardanelles, suffering greatly in her rigging, and receiving several immense shot, or rather blocks of granite, in her hull: the total loss she sustained, during the whole of the operations in that quarter,

amounted, however, to no more than 32 officers and men killed and wounded.

After the retreat from the sea of Marmora, Sir Thomas Louis was detached to Alexandria, with two other ships under his orders, but did not arrive there until after that place had capitulated to the military and naval forces under Major-General M'Kenzie Fraser and Captain Benjamin Hallowell. It is worthy of remark, that the Canopus was the first English line-of-battle ship that ever entered the harbour of Alexandria. Shortly after she had done so, several transports' launches were placed under the command of Lieutenant Pickard, and employed in carrying provisions up the river Nile, for the use of the troops employed against Rosetta. The attack upon that place having failed, with considerable loss on the side of the British, the same boats brought down many of the wounded soldiers.

Upon the occasion of a larger force being subsequently collected to renew the attack, Lieutenant Pickard volunteered his services, and was appointed to command fifty seamen, attached to the naval brigade under Captain Hallowell. This expedition also failed, after being three weeks under the walls of Rosetta; and six men belonging to the Canopus were taken prisoners during the retreat. Soon afterwards, Sir Thomas Louis died on board his flag-ship, when Captain Hallowell appointed Lieutenant Pickard to the command of the gun-boats upon the lakes, where he served till the Canopus was ordered to Malta, where the remains of the deceased rear-admiral were interred. In Sept. 1807, he followed Captain Shortland into the Queen 98; which ship returned home from the Mediterranean station, and was paid off at Chatham, towards the end of 1808.

Mr. Pickard's subsequent appointments were to the Onyx brig, of 10 guns, in which vessel he remained but a very few days;—to the Naiad 38, successively commanded by Captains Thomas Dundas, Henry Hill, and the late Sir Philip Carteret Silvester; of which ship he was second lieutenant when, in company with three brigs and a cutter, she engaged the Boulogne flotilla, on two successive days, and

brought away a formidable praam, under Buonaparte's immediate inspection; in this brilliant little affair, for which his captain was afterwards made a C. B., he commanded the whole of the main-deck battery, the junior lieutenant being absent in boats after smugglers:—lastly, in April, 1812, to be first of the Tenedos 38, Captain Hyde Parker, under whom he was most actively employed on the North American station; where his health became so much impaired, by the severity of the climate, that he was obliged to invalid in April, 1814. On his arrival in England he found himself promoted to the command of the Rover sloop, by commission, dated June 7th, 1814. Unfortunately, he had not then sufficiently recovered to avail himself of this desirable appointment; and all his subsequent efforts to obtain employment have proved ineffectual.

This officer married, in 1815, the only child of the Rev. Benjamin Spencer, LL.D., who was fifty-two years vicar of Aston, near Birmingham; forty-four years rector of Walton, in Lincolnshire; and forty-two years a magistrate for the counties of Warwick and Stafford, in which capacity he rendered essential service to Government during the great Birmingham riots.

Commander Pickard has several children. His only brother married the sister of William Fletcher, Esq. a barrister of some eminence on the Midland Circuit: his only sister married an attorney, settled for some years at Walsall, co. Stafford. Mrs. Pickard had two brothers, one of whom held the living of Smithwick, in the same county; the other, a lieutenant of marines, was killed on board the Edgar 74, at the battle of Copenhagen, in April, 1801.

HENRY ELTON, Esq.

Youngest son of the Rev. Sir Abraham Elton, bart., by Elizabeth, eldest daughter of Alderman Sir John Durbin, knt., an eminent merchant of Bristol.

This officer's first commission bears date Mar. 6th, 1807;

at which period he was serving as junior lieutenant of the Cornwallis frigate, Captain Charles James Johnston, then proceeding from Madras to the west coast of America.* We next find him in the Dreadnought 98, bearing the flag of Vice-Admiral Thomas Sotheby, employed off Ushant; on which station he was wounded in a sanguinary boat attack, Sept. 9th, 1810.† He subsequently served under the flag of Lord Exmouth, in the Caledonia 120; from which ship he appears to have been promoted to the command of the Cephalus sloop, June 7th, 1814.

Commander Elton married, July 20th, 1816, Mary, daughter of the late Sir Francis Ford, bart. and relict of Peter Touchet, Esq., and has issue.

JAMES MEARA, Esq.

Obtained his first commission in May, 1807; and served for some time in the Ville de Paris 110, bearing the flag of Lord Collingwood, on the Mediterranean station. He was promoted to the command of the Pandora sloop, June 7th, 1814.

JAMES ATHILL, Esq.

Was the only son of the late Hon. Samuel Byam Athill, *pro tempore* commander-in-chief at Antigua. He passed his examination, and obtained a lieutenant's commission, in June, 1809; was appointed to the Venerable 74, fitting out for the flag of Rear-Admiral (now Sir Philip C. H.) Durham, Dec. 18th, 1813; promoted to the command of the Mutine sloop, June 7th, 1814; and appointed to the Hardy, April 20th, 1815.

Commander Athill married, Nov. 8th, 1819, Selina Theresa, third daughter of the late C. Bishop, Esq. H. M. Procurator-General; and died at the island of Antigua, April 9th, 1825.

* See Suppl. Part I. pp. 170—174.

† See Vol. III. Part I. p. 94, *et seq.*

WILLIAM COBBE, Esq.

Passed his examination, and was made a lieutenant, in Nov. 1809. He obtained the rank of commander on the 7th June, 1814; and died near Dublin, July 8th, 1831, aged 40 years.

JOHN TRACEY, Esq.

Was wounded, while serving as master's-mate, on board the Ardent 64, Captain R. R. Burgess, at the memorable battle of Camperdown, Oct. 11th, 1797. He obtained his first commission on the 6th Oct. 1800; and commanded the Princess Augusta, a small hired cutter, of eight guns and about thirty men, in an action with a French privateer, of fourteen guns and full of men, near the mouth of the river Tees, June 13th, 1804. During this engagement, which lasted nearly four hours, the Princess Augusta received several shot near the water's edge, and was much shattered in her rigging, but had not a man killed, and only three of her little crew wounded. The enemy sheered off on perceiving the approach of two small vessels, manned with sea-fencibles, from Redcar.

On the 28th Jan. 1807, Lieutenant Tracey captured the Jena privateer, of four guns and thirty men. He also retook her prize, a Prussian ship, laden with timber, and bound to London. In the course of the same year, he was removed from the Princess Augusta into the Linnet brig, of fourteen guns and sixty men; in which vessel he made the following captures:

Le Courier, of 18 guns and 60 men, taken off Cape Barfleur, after a running fight of an hour and forty minutes, during which she had her second captain killed, and three men wounded, Jan. 16th, 1808. *Foudroyant*, of 10 guns and 25 men, taken off Cherbourgh, Aug. 30th, 1808. *Petit Charles*, 26 armed men on board, but with no guns mounted, taken off the Start, May 29th, 1812.

On the 25th Feb. 1813, being then in the chops of the Channel, the wind blowing hard, Lieutenant Tracey had the

misfortune to be captured by la Gloire, a French 40 gun frigate, returning from a two months' cruise. His conduct on this occasion is deserving of particular mention.

La Gloire, when first discovered, was to windward. Bearing up under her fore-sail and close-reefed main-top-sail, she arrived within hail of the Linnet at 2-30 P.M., and ordered her to strike. Instead of doing so, the brig boldly crossed the bows of the frigate, and, regardless of a heavy fire which the latter commenced, obtained the weather-gage. As la Gloire outsailed the Linnet on every point, all that Lieutenant Tracey could now do, was to endeavour to out-manœuvre her. This he did by making short tacks; well aware that, owing to her great length, the frigate could not come about so quickly as a brig of less than 200 tons. In practising this manœuvre, the Linnet had to cross the bows of la Gloire a second and a third time (the second time so near as to carry away the frigate's jib-boom), and was all the while exposed to her fire; but which, owing to the ill-direction of the shot from the roughness of the sea, did no great execution. At length, at 3-30 P.M., having succeeded in cutting away some of the Linnet's rigging, la Gloire got nearly alongside of her; but Lieutenant Tracey would not yet haul down the British colours. The brig suddenly bore up athwart the hawse of the frigate; and la Gloire, had she not as suddenly luffed up, must, as the French captain, Mons. Roussin, says, have passed completely over her. Two broadsides from la Gloire now carried away the bowsprit, fore-yard, and gaff of the Linnet, and compelled her to surrender. Such seamanship and intrepidity, on the part of Lieutenant Tracey, shew where la Gloire would have been, had he encountered her in a frigate.

The Linnet was carried into Brest, and her late commander, officers, and crew, remained as prisoners until the end of the war. On the 31st May, 1814, a court-martial was held on board the Gladiator, at Portsmouth, to try them for the loss of their vessel; when, in addition to an honorable acquittal, Lieutenant Tracey was highly complimented for "his judicious and seamanlike manœuvres, for his cou-

rage and judgment, and for his endeavour to disable the enemy, though his efforts were not completely successful." On the 11th of the following month, he was promoted to the rank of commander—a just reward for his truly meritorious conduct.

This officer married, May 3d, 1825, Mrs. Knight, of Gosport, only sister of the Rev. J. R. Cooper, of Emsworth, co. Hants.

HERBERT WILLIAM HORE, Esq.

Was made a lieutenant in Nov. 1808, and commander on the 11th June, 1814. He died at Ryde, in the Isle of Wight, Jan. 10th, 1823, aged 36 years.

ROBERT TOMLINSON, Esq.

Was made a lieutenant in April, 1782; but we find no particular mention of him until Oct. 1797, when he commanded the Speedwell hired armed vessel, and captured two French privateers, les Amis and le Telemachus, in the British Channel. He subsequently, in company with the Valiant lugger, captured l'Espérance and le Speculateur, each of 14 guns, on the same station. In Feb. 1801, he engaged and beat off a Spanish flotilla, on which occasion the Speedwell had two men wounded.

In Feb. 1805, Lieutenant Tomlinson was appointed to the command of the Dexterous gun-brig. On the 11th of Sept. following, being then on the Gibraltar station, he fell in with eight Spanish heavily armed vessels, having under their protection a number of merchantmen, from Malaga bound to Algeziras. Notwithstanding the vast superiority of the enemy's force, he not only captured seven of their charge, but also cut off and secured a gun-boat, mounting one long 24-pounder and one carronade, with a complement of thirty men.

This officer continued to command the Dexterous until promoted to his present rank, June 15th, 1814.

NATHANIEL VASSALL, Esq.

Obtained his first commission in Nov. 1790; and was wounded, while serving as one of Nelson's lieutenants, at the memorable battle of the Nile. During the whole of the late war, he commanded the Juniper schooner, of 10 guns. His promotion to the rank of commander took place on the 15th June, 1814. He died Sept. 8th, 1832.

GEORGE NORTON, Esq.

Was made a lieutenant in Nov. 1790, from which period we find no mention of him until Feb. 18th, 1807; when the Inveterate gun-brig, under his command, was wrecked near St. Valery-en-Caux, and four of her crew perished. During the remainder of the war, he was a prisoner in France. His commission as commander bears date June 15th, 1814.

THOMAS HENRY WILSON, Esq.

Was made a lieutenant into the Boyne 98, flag-ship of Sir John Jervis, Feb. 11th, 1794. He appears to have been wounded, while serving on shore, at the reduction of Martinique; and, if we mistake not, he commanded the Venom gun-vessel during the subsequent operations against St. Lucia and Guadaloupe.

On the 21st April, 1800, Lieutenant Wilson, then commanding the Lark hired armed lugger, and employed off the Texel, drove on shore a French cutter privateer, of 10 guns and 36 men. On the 25th of the same month, he chased and came up with another vessel of the description, which, after engaging him a short time, ran ashore on the Vlie Island, where she defended herself pretty well for an hour, at the end of which the French crew were seen escaping to the land, under the cover and protection of about 100 troops. Lieutenant Wilson immediately hoisted out his small boat, di-

rected the larger one to follow him, and lost no time in boarding the enemy's vessel, which he succeeded in getting afloat, although greatly annoyed by musketry from the shore. She proved to be the Impregnable of fourteen guns, two of which were long 9-pounders, and, as appeared by her log, she had on board, during the engagement, about sixty men. This vessel had been particularly successful during her former cruises, and was one of the greatest pests that infested the British coast.

The Lark was attached to the fleet under Sir Hyde Parker, sent against the Northern Confederacy, in Mar. 1801. Lieutenant Wilson obtained his present rank on the 15th June, 1814.

HENRY ROWED, Esq.

Son of the late Henry Rowed, of Caterham Court, co. Surrey, Esq.

This officer obtained his first commission on the 30th May, 1794; and was wounded while serving with the Anglo-Russian armies, at the Helder, in Sept. 1799. We next find him commanding the hired armed cutter Union, employed on the coast of France, where, in May 1800, he displayed great gallantry at the attack and capture of two merchant brigs, under a heavy fire from the shore. On the 9th Sept. 1803, being then in command of the hired cutter Sheerness, he performed another exploit, for the account of which we are indebted to Mr. James:

"Lieutenant Henry Rowed, having the look-out on the French fleet in Brest harbour, observed, close in shore, two chasse-marées stealing towards the port. Sending a boat, with the mate and seven men, to cut off one, the Sheerness herself proceeded in chase of the other, then nearly five miles distant, and close under a battery about nine miles to the eastward of Bec du Raz. At 10 A. M. it fell calm, and the only mode of pursuing the enemy was by a small boat suspended at the stern of the Sheerness, and which with difficulty would contain five persons. Lieutenant Rowed acquainted the crew with his determination to proceed in this boat, and called for four volunteers to accompany him. Immediately John

Marks the boatswain, and three others, came forward; and the boat put off in chase of the chasse-marée, then about four miles distant, and, by the aid of her sweeps, nearing the shore very fast.

"After the boats had pulled for two hours, the chasse-marée was seen to run on shore under the above-mentioned battery. Notwithstanding this, and that there were thirty French soldiers drawn up on the beach to protect the vessel, Lieutenant Rowed continued the pursuit; and, as he laid her on board on one side, her crew deserted her from the other. It was then that the soldiers opened a heavy fire of musketry upon the British, who immediately commenced cutting the cable, and used other means to get the vessel afloat. In order that the soldiers might not see how to point their pieces, the fore-sail was hoisted; but the haliards, almost at the same moment, were shot away. Fortunately for the enterprising crew now on board the chasse-marée, the tide was flowing and aided their exertions: she got off, and the boat commenced towing her from the shore. Fortunately, also, not a man of the five was hurt, although forty-nine musket-balls, intended for them, had lodged in the side and masts of the vessel.

"Scarcely had the prize been towed a third of a mile, when a French boat, containing an officer and nine men, armed with muskets, and who had pulled up in the wake of the chasse-marée unobserved, suddenly made her appearance alongside. In an instant, and without waiting for any orders, John Marks, dropping his oar, and neglecting to take any kind of weapon in his hand, leaped from the boat on board the vessel; and, running to the side close off which the enemy lay, stood, in a menacing attitude, unarmed as he was, for at least half a minute, until his four companions, with a supply of muskets and ammunition, and who could only quit their ticklish boat one at a time, got to his assistance. If not astonishment at the sight, it must have been a generous impulse, that prevented the Frenchmen from shooting or cutting down the brave boatswain; for they were, it seems, near enough to have done even the latter. Seeing that Lieutenant Rowed and his four men were determined to defend their prize, they, after a feeble attempt to get possession, sheered off, keeping up for a short time, as they receded from the vessel, an ineffectual fire of musketry. The battery also opened a fire upon her as she was towing off; but it proved equally harmless with that from the soldiers, both on the beach and in the boat."

In consequence of this truly gallant exploit, the Committee of the then recently established Patriotic Fund at Lloyds, resolved that a sword of £50 value, with a suitable inscription, or that sum in money, at his option, should be presented to Lieutenant Rowed, "as a token of the sense entertained of his distinguished merit;" and that a silver

call and chain, likewise suitably inscribed, should be given to John Marks, "for his exemplary bravery*."

Mr. Rowed's last appointment was, Nov. 6th, 1811, to the Swan cutter; in which vessel he continued until promoted to the rank of commander, June 15th, 1814. He died on the 6th Jan. 1831.

JOHN WATSON, Esq.

Obtained the rank of lieutenant in Aug. 1794; and, during the late war, commanded the Aggressor gun-brig, for several years, on the Baltic and North Sea stations. His commission as commander bears date June 15th, 1814.

JOHN FENNELL, Esq.

Obtained his first commission in Oct. 1794; and was taken prisoner while serving as senior lieutenant of la Minerve frigate, Captain (now Sir Jahleel) Brenton, July 2d, 1803†. He continued in France during the remainder of the war, a period of nearly eleven years; and was promoted to his present rank on the 15th June, 1814.

WALTER BOSWELL, Esq.

Was made a lieutenant in Mar. 1795. He commanded the Conquest gun-brig, principally employed on the Jersey station, from Oct. 1804 until advanced to his present rank, June 15th, 1814.

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* The Patriotic Fund was established on the 20th July, 1803, between which period and Mar. 1st, 1820, the amount of subscriptions was £595,000; the greatest part of which appears to have been paid away in annuities and donations, swords, vases, and other honorary marks of distinction.

† See Vol. II. Part I. p. 266.

JOHN ROW MORRIS, Esq.

Was made a lieutenant in May 1795. During the late war, he commanded the Insolent gun-brig, and Pioneer schooner, from which latter vessel he was promoted to his present rank on the 15th June, 1814. He is now an inspecing commander of the Coast-Guard.

JOHN LAMBERT, Esq.

Was made a lieutenant in Feb. 1796; and had the misfortune to be wrecked in the Shannon frigate, Captain Edward Leveson Gower, under the batteries of Cape La Hague, Dec. 10th, 1803. In consequence of this disaster, he was upwards of ten years a prisoner at Verdun. His commission as commander bears date June 15th, 1814.

This officer married, 1st, in Aug. 1809, Miss Leigh, daughter of a fellow captive; and, 2dly, May 29th, 1822, Catharine, daughter of the late Rev. Thomas Cobb, of Ightham, co. Kent.

GEORGE NINIS, Esq.

Was made a lieutenant in Mar. 1799; and commander on the 15th June, 1814.

JOHN SEAGER, Esq.

Was made a lieutenant in April, 1799; and commander on the 15th June, 1814.

ALLAN STEWART, Esq.

Obtained his first commission in Aug. 1799; and was senior lieutenant of the Alceste frigate, commanded by the late Sir Murray Maxwell, at the capture and destruction of a

Spanish convoy, under the batteries of Rota, near Cadiz, April 4th, 1808.* The following is an extract of his captain's official letter on that occasion:

"The situation of our little squadron was rather a critical one, tacking every fifteen minutes close on the edge of the shoal, with the wind in, and frequently engaged both sides. In the heat of the action, the first lieutenant, Allan Stewart, volunteered to board the convoy, if I would give him the boats. I was so struck with the gallantry of the offer, that I could not refrain from granting them, although attended with great risk. He went, accompanied by Lieutenants Pipon and Hawkey, of the royal marines (who most handsomely volunteered to go, as their men were chiefly employed in working the ship); Messrs. Arscott and Day, master's-mates; and Messrs. Parker, Adair, Croker, M'Caul, and M'Lean, midshipmen; they were soon followed by the Mercury's boats, under the command of Lieutenant Watkin Owen Pell, who was accompanied by Lieutenant Gordon, Lieutenant Whylock (R. M.), and Messrs. Du Cain and Comyn, master's-mates. The boats, led by Lieutenant Stewart, pushed on in the most gallant manner, boarded and brought out seven tartans from under the very muzzles of the enemy's guns, and from under the protection of the barges and pinnaces of the combined fleet, which had, by that time, joined the gun-boats" [twenty in number].

In the summer of 1810, Lieutenant Stewart, after having assisted in destroying several armed vessels and martello towers, on the coast of Italy, was sent with a message from Captain Maxwell to the French officer commanding at the mouth of the Tiber; who, disregarding the sanctity of a flag of truce, confined him for several weeks in a dungeon, and at length sent him off as a prisoner to Verdun†. His promotion to the rank of commander took place on the 15th June, 1814.

ROBERT SHED, Esq.

Is the son of a warrant officer. He was made a lieutenant in Dec. 1799; and commander June 15th, 1814.

* See Suppl. Part I. p. 312.

† See Vol. III. Part II. p. 44.

JOHN JULIAN, Esq.

Was born at Plymouth in Nov. 1778; and entered into the royal navy, as midshipman on board the Druid frigate, Captain Joseph Ellison, in Nov. 1793. He also served under the same officer in the Standard 64, from which ship he was removed to the Captain, a third rate, successively commanded by Captains John Aylmer and Sir Richard J. Strachan. His first commission bears date Dec. 27th, 1799.

On the 9th Nov. 1800, Mr. Julian, then lieutenant of the Havock sloop, Captain Philip Bartholomew, suffered shipwreck in St. Aubyn's bay, Jersey; and with difficulty escaped to the shore, after remaining for nearly twelve hours in an almost perishing condition. In the early part of the late war we find him serving under Captains John Child Purvis and Edward Codrington, in the Royal George, first rate, and Orion 74; the latter ship forming part of Nelson's fleet at the glorious battle of Trafalgar. After that memorable event, he was five years first lieutenant of the St. Albans 64, Captain Francis William Austen; and Boyne 98, bearing the flag of Rear-Admiral Sir Harry Neale. In 1812, he commanded the Teaser gun-brig, and succeeded in effecting his escape from the French frigate Arethusa, after a chase of two nights and three days, frequently within musket shot. His last naval appointment was, June 2d, 1813, to the Racer schooner, in which vessel he continued until promoted to the rank of commander, June 15th, 1814. He died at Kingsbridge, co. Devon, whilst employed in the coast-guard service, in 1828; leaving eight children, the eldest only sixteen years of age.

EDWARD COLLINS, Esq.

Obtained his first commission in Dec. 1800; and served as flag-lieutenant to Rear-Admiral Penrose, during the operations on the north coast of Spain, in 1814*. He subse-

* See Suppl. Part II. p. 281.

quently acted as commander of the Martial sloop, employed in the river Gironde*. This officer married, in 1809, the eldest daughter of T. Carlyon, of Trogehan, co. Cornwall, Esq.

HENRY BAKER (*a*), Esq.

Was wounded while acting as third lieutenant of the Alcmene frigate, Captain Samuel Sutton, at the battle of Copenhagen, April 2d, 1801. His appointment to that ship was confirmed on the 7th of the same month. He obtained the rank of commander on the 15th June 1814; and died in April 1823.

RICHARD WILBRAHAM, Esq.

Was made a lieutenant in Oct. 1801; and commander, June 15th, 1814.

GEORGE INGRAM, Esq.

Was made a lieutenant in Jan. 1802; and served as such under Captain Henry Gordon, in the Wolverene sloop, until that ship was captured by a French frigate-built privateer, of very superior force, Mar. 28th, 1804†. After suffering captivity for ten years, he was advanced to his present rank, June 15th, 1814.

JOSEPH CORBYN, Esq.

We first find this officer acting as lieutenant of la Sybille frigate, Captain Charles Adam; and distinguishing himself in the command of her boats, during the blockade of Batavia, in 1800‡. He afterwards assisted at the capture of la Chif-

* See Suppl. Part II. p. 287. † See Vol. II. Part II. p. 936.
‡ See Suppl. Part I. p. 143.

foné French frigate, in Mahé Road, island of Seychelles*; and subsequently served under the same officer, in the Resistance 38, on the Channel and Mediterranean stations. On the 8th Mar. 1809, the boats of that ship, under his direction, captured a 4-gun battery, and destroyed a French armed schooner and a chasse-marée, in the port of Anchové, near Cape Machicaco.

From the Resistance, Lieutenant Corbyn followed Captain Adam into the Invincible 74, which ship was most actively employed in co-operation with the Spanish patriots, during the siege of Tarragona, by the French army under Marshal Suchet, in May 1811†. On the 4th April 1813, an official letter, of which the following is a copy, was addressed by Captain Adam to Vice-Admiral Sir Edward Pellew:

"Sir,—The Baron D'Eroles having requested I would co-operate in an attack upon the enemy's posts at Ampolla and Perello, near the Ebro, two boats of H. M. ship Invincible, armed with carronades, under the directions of Mr. Corbyn (the first lieutenant), and a Spanish felucca, in which a party of troops were embarked, left Salo bay on the afternoon of the 1st inst., with orders to attack the post at Ampolla. The troops were landed within two miles of it, about one o'clock in the morning, and the battery of two 18-pounders was completely surprised, the sentry having been shot. The guns were then turned on the fortified house in which the greater part of the guard were posted, who evacuated it immediately, and most of them escaped, but some of them were afterwards taken at Perello.

"That place, which is two leagues inland from Ampolla, was immediately invested by a detachment of the Baron's troops; and upon the enemy refusing to receive a flag of truce, the walls of the town, which were filled with loop-holes, were scaled, and a large square tower in the middle of the town, into which the French retreated, was instantly surrounded.

"Owing to light winds and calms, I was not able to anchor the Invincible in Ampolla bay until the afternoon of the 2d. Two field-pieces were then landed, and sent to Perello, under the direction of Lieutenant Corbyn, assisted by Lieutenant Pidgley and the midshipmen attached to the guns. They were placed in a house near the tower, and at daylight the next morning opened upon it.

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* See Vol. II. Part I. p. 222 *et seq.*

† See Vol. II. Part I. p. 225 *et seq.*

"After a very resolute defence, two breaches having been made in the tower, it surrendered, and a lieutenant and 33 soldiers were made prisoners. The enemy had one killed and three wounded; but I have the satisfaction to say, that only one man belonging to this ship was wounded. The Spaniards had two killed.

"At Ampolla, two small privateers fell into our hands, which had been employed in communicating with Tarragona, and intercepting the trade passing the mouth of the Ebro. The post appears to have been established chiefly for the protection of this description of vessels and their prizes. By the taking of Perello, the enemy's communication with the Col de Balageur is very much straitened, as it is on the high road from that place to Tortosa.

"The Baron D'Eroles speaks in the highest terms of the assistance afforded him by Lieutenant Corbyn, and the officers and men under his directions; and I have great satisfaction in reporting it to you. I have the honor to be, &c. (Signed) "C. ADAM."

Lieutenant Corbyn was next employed on shore at the siege of the fort of Col de Balageur, situated in a most difficult pass, through which the high road from Tortosa to Tarragona winds, and the key of the only road by which cannon could be brought into Catalonia from the westward, without going round by Lerida. This fort had twelve pieces of ordnance mounted, including two 10-inch mortars and two howitzers; and the surrounding heights were found so difficult of access, that it was a work of the greatest labour to establish the necessary batteries before it. One of these, mounting two 12-pounders, two field-pieces, and a howitzer, was placed under the command of Lieutenant Corbyn, who kept up an admirable fire, diverting the attention of the enemy from another party of the besiegers employed in the construction of a breaching battery. In his official letter to Rear-Admiral Hallowell, reporting the surrender of the fort, June 7th, 1813, Captain Adam says:

"I cannot conclude without calling to your notice the indefatigable exertions of Lieutenant Corbyn, both in getting the guns up to the battery he commanded, and the excellent fire he kept from them afterwards; and I feel highly gratified in noticing the conduct of so old and excellent an officer, with whose value I am well acquainted, from a service of many years together*."

* See Suppl. Part III. pp. 201—204.

Lieutenant Corbyn was promoted to the rank of commander on the 15th June, 1814.

ROBERT M'COY, Esq.

Son of Mr. Daniel M'Coy, a master in the royal navy. He was made a lieutenant on the 3d July, 1802; promoted to his present rank, while serving as first of the Swiftsure 74, Captain Edward Stirling Dickson, June 15th, 1814; and appointed an inspecting commander in the coast-guard service, April 6th, 1831.

GEORGE CANNING, Esq.

Is the third son of the late Robert Canning, of Hertford, Esq. He entered the royal navy under the auspices of the late Rear-Admiral John Willet Payne*, by whom he was placed, as midshipman, on board the Russel 74, bearing the flag of Vice-Admiral M'Bride, on the North Sea station, in the summer of 1796. From this ship he was soon afterwards removed into l'Impetueux 78, commanded by his patron, and attached to the Channel fleet; where he continued until that officer's promotion to a flag, in Feb. 1799. He then joined the Tamar frigate, Captain Thomas Western, fitting out for the reception of Lord Hugh Seymour, the newly appointed commander-in-chief at the Leeward Islands, to whose patronage he was most strongly recommended.

Shortly after his arrival in the West Indies, Mr. Canning witnessed the surrender of the Dutch colony at Surinam, to the naval and military forces under Lord Hugh Seymour and Lieutenant-General Trigge†; and six days subsequent to that event, he assisted at the capture of the French frigate Republicain, mounting 34 guns, with a complement of 250 men, some of whom, however, were absent in prizes. In the short but close action which took place on this occasion (after an anxious chase of more than fifty hours), the enemy's ship was

* See Suppl. Part I. note ‡ at p. 57 *et seq.*

† Aug. 20th, 1799.

reduced to a mere wreck, and sustained a loss of nine men killed and twelve wounded. The Tamar also suffered much in sails and rigging, but had not a man slain, and only two of her crew wounded. On board le Republicain were found about seventy slaves, taken out of English guineamen.

The Tamar subsequently cruised with considerable success, and, together with numerous other prizes, captured the French ship privateer General Massena, of 16 guns and 150 men. Mr. Canning, who had been rated master's-mate immediately after the above action, continued in her until about June 1801; when he was received on board the Leviathan 74, bearing the flag of Rear-Admiral Duckworth, at Martinique. We next find him commanding a tender, and successively visiting Jamaica, Curaçoa, and Trinidad. His first commission (appointing him junior lieutenant of the Desirée frigate, Captain Charles B. H. Ross,) bears date Aug. 24th, 1802.

During the peace of Amiens, Lieutenant Canning was frequently despatched in the command of boats up Augusta River, many miles from the ship, to procure bullocks for the squadron of observation then cruising off Havannah. On those occasions he was sometimes absent several days and nights, his party sleeping either in the boats or in tents rigged on shore. On the renewal of hostilities, he was employed both day and night in pressing men from the shipping in harbour on the north side of Jamaica, while the frigate remained in the offing; and he succeeded in securing the services of many able fellows. During the subsequent blockade of Cape François, he commanded the boats of the Desirée at the capture of twelve merchant vessels, respecting which services the following official letters were written by Captain Ross:

"*Desirée, Manchineel Bay, Aug. 19th*, 1803.

"Sir,—Having fetched into this anchorage last evening, and seeing from the mast-head, over the land, several vessels at anchor in Monte Christe roads, I despatched the boats armed, under Lieutenant Canning, to bring them out, which service he performed with credit, under a heavy fire from the batteries, and returned at daylight this morning, with five schooners and a sloop. I have the honor to be, &c.

"*To Captain Bligh,* (Signed) "C. B. H. Ross."
H. M. S. Theseus."

"*Desirée, Manchineel Bay, Sept. 4th,* 1803.

"Sir,—I have pleasure in informing you, that your boats, accompanied by those of H. M. ship I command, returned early this morning, having brought out of Monte Christe all the vessels at that anchorage, to the amount of six sail of schooners, under a smart fire from the batteries, without loss. I have the honor to be, &c.

(Signed) "C. B. H. Ross."

"*To Captain Bligh, &c. &c. &c.*"

On the publication of these letters, in the London Gazette, the Committee of the Patriotic Fund resolved to present Lieutenant Canning with a sword of £50 value.

On the 8th Sept. 1803, the Desirée was present at the surrender of Port Dauphin, and a French frigate, la Sagesse, of 28 guns. Mr. Canning was afterwards placed in charge of a detained Spanish slave ship; and, on his arrival at Port Royal, appointed, by Rear-Admiral Duckworth, first lieutenant of la Creole frigate, Captain Austin Bissell, then about to sail for England, in company with the Cumberland 74, and homeward bound trade.

On the 25th Dec. following, in lat. 33° 18′ N. long. 66° 12′ W., la Creole sprung a leak, which soon gained on the pumps, although a number of invalided seamen and French prisoners worked cheerfully and hard at them, in conjunction with her crew. All the guns (except four kept for making signals), and a large quantity of shot and ballast, were then thrown overboard, which, together with a thrummed sail under her bottom, had a temporary good effect. Unfortunately, however, the wind, which had been blowing hard from the S. W., suddenly chopped round to N. W., making a heavy cross sea, causing the ship to labour prodigiously, and her leak greatly to increase. On the morning of the 2d Jan. 1804, the weather having moderated, a survey was held on her by some officers from the Cumberland, in consequence of whose report it was immediately determined that she should be abandoned. By 3 P. M. the water in the hold had nearly reached the orlop-deck; and it was evident that the upper works were parting from the lower, somewhere about the water-line. By 4 o'clock, she was entirely deserted; and about dusk, she for ever disappeared.

Mr. Canning's next appointment was, in Feb. 1804, to the Veteran 64, Captain (now Sir Richard) King, fitting out at Chatham, for the Boulogne station. In the ensuing year, he followed that officer into the Achille 74; of which ship he was fourth lieutenant at the memorable battle of Trafalgar. On his return to England, in Dec. 1805, he was appointed first of the Princess Charlotte frigate, Captain George Tobin, then at the Leeward Islands, whither he proceeded in the Mediator 44, taking with him an introductory letter to Rear-Admiral Cochrane, commander-in-chief on that station.

Shortly after Mr. Canning's arrival at Barbadoes, the Princess Charlotte was ordered to see the homeward bound trade safe past Bermuda, and then to return to the West Indies, in company with the Unicorn frigate, Captain Lucius Hardyman. Unfortunately for her first lieutenant, the unexpected appearance of four French frigates, on the 28th May, 1806, in lat. 31° N. long. 58° 38′ W., and their continuing for several days to hover about the convoy, induced the senior officer to keep the whole of the protecting force together, and thereby caused his return to England without promotion.

After refitting at Plymouth, the Princess Charlotte was attached to the Irish station, from whence she sailed for Davis's Straits, in company with the Dryad and Diana frigates, Captains Adam Drummond and Thomas James Maling. Not having had the good fortune to come across the object of their pursuit (a French squadron sent to interrupt the Greenland fishery), these ships returned home by the banks of Newfoundland, where they encountered a violent storm, in which the Diana lost her fore-mast, and the Princess Charlotte her main-top-mast, by the fall of which several persons were very severely hurt, and others, then aloft, placed in the greatest jeopardy.

Lieutenant Canning's next appointment was to be third of the Brunswick 74, Captain Thomas Graves, which ship he commissioned at Portsmouth, early in 1807. During the siege of Copenhagen, in the autumn of the same year, he frequently commanded her boats, and displayed great activity and bravery, in preventing supplies from being thrown into

that city from the islands of Amak and Saltholm. On the surrender of the Danish navy, he was directed to assist Lieutenant Boyd (second of the Brunswick) in fitting out and bringing to England a prize 74, the preservation of which from impending destruction may justly be attributed to his foresight and perseverance.

The ship in question, deeply laden with stores, and full of troops, was passing Huen island, between Copenhagen and Elsineur, when Lieutenant Canning, standing on the forecastle, observed another prize, the Neptunos 80, at no great distance on the lee-bow, sticking fast with all sail set. Having noticed the track of other large ships, and the wind blowing off the Swedish shore, he immediately called out "luff," but was contradicted by the pilot, who desired the helm to be put up, for the purpose of passing to leeward of the ship aground. There was not a moment to be lost; it might have been fatal: he therefore promptly urged the necessity of keeping more to windward. Lieutenant Boyd, handsomely confiding in him, complied with his desire, and thereby succeeded in getting through the Sound without any accident. The Neptunos, notwithstanding every exertion, remained fast, and was ultimately destroyed.

In Sept. 1808, Lieutenant Canning was appointed first of the Centaur 74, bearing the flag of Sir Samuel Hood, then returning from the Baltic, and whom he subsequently followed into the Hibernia 110, on the Mediterranean station. On the 17th Feb. 1811, he addressed that officer as follows:

"Sir,—What I beg now to submit for your consideration is the destruction of the enemy's fleet at Toulon; and as I have taken the liberty of stating the object I have in view, I presume it will be incumbent on me also to state the means by which I propose to effect that object. They are as follow, viz. by fire-vessels, of which I would employ a certain number, not less than twenty, about 250 tons burthen each, to swim as light as possible, and as taunt and square rigged as the hulls will admit, grappling-irons, &c. with two fast rowing boats, towed one on each side, so that, in case of any accident happening to one, the crew may find resource in the other; one commissioned officer, one petty officer, and seven seamen in each; the whole to be under the command of a captain, either in a line-of-battle ship or a frigate; to proceed (being previously in the day time kept out of sight of the enemy to avoid suspicion, and the enemy's fleet in the

outer road), wind and weather favorable, for the entrance of the harbour, ten in a line abreast, each having another in tow, chained together at a distance of fifteen fathoms, and firmly secured with hawsers: in that position bear down on the enemy, on a signal made by the commodore; the headmost one to go on the starboard bow, and sternmost on the larboard bow of the ship to be attacked, by means of which the enemy will be placed between two fires, and if he attempt to tow off one vessel, it will but the more entangle him with the other. It may be proper the attack should be made between the hours of one and two in the morning, and if possible at the setting of the moon. In order effectually to ensure success to an enterprise of such moment, and in which, from the nature of the place, ships of war cannot assist, I farther propose the vessels should be so fitted with combustibles, and have trains so placed, that they should not be set fire to until actually on board the enemy's ships, when the fire must be so sudden and extensive as to preclude all possibility of extinguishing it. The boats are then to put off, and make the best of their way to the commodore, which, from the confusion that must inevitably take place among the enemy, appears probable may be done with trifling loss on our part, particularly as the whole force to be engaged will not amount to 200 men. To prevent, as far as possible, the enemy gaining information of such design, let the vessels be collected and equipped at sea; but I beg to add, that what I have taken the liberty of offering may be liable to alterations and improvements, by abler and more experienced heads than mine; yet I cannot conclude without making a request, if such an enterprise should be undertaken while I have the honor of being under your command, I may be employed on that service, when I will do my best to destroy one of the enemy's ships. With every sentiment of respect and esteem, I have the honor to remain, Sir, your most obedient and humble servant,

(Signed) "GEORGE CANNING."

A few days after, Sir Samuel Hood was pleased to inform Lieutenant Canning, that he had communicated the contents of his letter to the commander-in-chief, Sir Charles Cotton, who expressed much approbation thereat.

In May 1811, Sir Samuel left the Mediterranean, he having been appointed to the chief command in India; but as Lieutenant Canning was on Mr. Yorke's list for promotion, he remained in the Hibernia until June 1812, when he was appointed, by Sir Edward Pellew, acting commander of the Swallow sloop, at Port Mahon. In August following, we find him commanding the Kite sloop, employed in the Archipelago, on which station he continued, under the orders of Captain Henry Hope and his successor, Captain John Clavell,

until July 1813, an officer appointed by Lord Melville to supersede him not having been able to reach Smyrna at an earlier period. In answer to the application made by a friend, for his confirmation, the following answer was given:

"*Admiralty, 19th Aug.*, 1812.

"I have had the honor to receive your L———'s note of yesterday, requesting that Lieutenant Canning may be confirmed in the command of the Kite. I have had much pleasure, in compliance with your wishes, in recommending this officer for an Admiralty vacancy in due season, but I regret that my engagements did not admit of his confirmation on the present occasion, and he had therefore already been ordered to be superseded.

(Signed) "MELVILLE."

The following are the official details of an affair which gave rise to a discussion between the British ambassador at Constantinople and the Turkish Government:

"*H. M. sloop Kite, Oct. 22d*, 1812.

"Sir,—I beg to acquaint you, that, in obedience to your instructions, cruising in the Archipelago, on the 20th inst. about 5 P. M., a lateen vessel of very suspicious appearance was observed off the south end of Amorgo, the wind light and inclining to calm. I immediately hoisted all the boats out, and sent them, under the command of Lieutenant Williams, in chase of her: it may be proper for me to add, that, before they left the Kite, I plainly saw part of the vessel's hull from the deck. About 7-20 P. M. we heard the report of three guns, and saw the flashes of several muskets in the direction of the boats: at 9 o'clock they returned, bringing the vessel with them.

"Hardly, Sir, do I know how to express my feelings, when I acquaint you, as it is my duty to do, the vessel was manned with nine men and one boy, Turks, belonging to Candia, and, as they said, bound to Scala Nova, who having hailed the boats when within pistol-shot, though at peace with all nations, immediately opened what might have proved a most destructive fire upon them, from small carriage guns, by which Thomas Williams, sail-maker, being in the headmost boat with Mr. Hall, the master, received a musket-shot, which passed through the left shoulder and out at the right breast. On boarding the vessel, the Turks threw down their arms. I have now further to inform you, with the deepest concern, for, as on the one hand I felt all the respect due to the flag and the subjects of a nation with whom we are at peace, so, on the other hand, I felt equally for the honor of my country; therefore, as the firing directly into the boats when close to, and when boarded calling out they were Turks, which under those circumstances could only be considered as calling for quarter, evidently appeared to me an act no better than wilful murder and piracy, I have, though

with great reluctance, sunk their vessel: their persons have been held sacred; not a man has received the slightest injury; their property has all been given them, except four small bags of dollars, sealed up, said to contain about 800, which have been reserved as a small remuneration for the wounded man, should he recover. * * * * * *.

(Signed) "GEORGE CANNING."

"*To Captain Clavell, &c. &c. &c.*"

Respecting this affair, the British ambassador at Constantinople wrote to the senior officer in the Archipelago as follows:

"*March 12th*, 1813.

"Sir,—I received in due time your letter of the 29th January, enclosing a copy of Captain Canning's report of the circumstances which attended the destruction of the Turkish vessel off the island of Amorgo, concerning which a complaint had been made to me by the Turkish Government, and I have made the best use in my power of the materials furnished by Captain Canning, with a view to inculpate the master of the vessel, and to prove that his conduct had been such as deservedly to draw upon him the punishment he suffered; but, I am sorry to say, I have not succeeded.

"The man appears to have convinced the Turkish Ministers of his entire innocence. They think it not unnatural, that *in the night* he might mistake the English boats' crews, imperfectly seen, for pirates or robbers, of whom they know there are a number in those seas. They say that all that could be expected of him was that he should cease firing the moment he discovered his error, which he accordingly did; that, however excusable the English might have been, had they sunk the boat in the first moment of irritation, the captain could not be justified in destroying her the next day, in cold blood, when he found that her crew were not pirates or robbers, but peaceable subjects of a friendly power.

"Both the Reis Effendi and the Capitan Pasha have therefore made, and continue to make, urgent applications to me for compensation to the poor man for the loss of his vessel; and I do not think it will be possible ultimately to reject the demand. All that seems practicable is to compound with the sufferer for a part instead of the whole of the sum he asks, and I own it appears to me that it would be advisable to arrange the matter in that way, rather than to make it a subject of public discussion between the two national Governments. I have the honor to be, &c.

(Signed) "ROB. LISTON."

In a private letter to the same officer, dated May 31st, 1813, Mr. Liston says:

"The Turkish *boatman* teazed and bullied the Ottoman ministers, and the Reis Effendi harrassed *me* so much respecting a compensation for the boat sunk by Captain Canning, that I was at last obliged to pay the man

the 3000 piastres for which he was willing to compound the matter. I have got a receipt in full, signed by the boatman, which I am willing to put into Captain Canning's hand when he thinks proper."

On the 19th Feb. 1813, the acting commander of the Kite made the following report to Captain Clavell:

"Sir,—I beg to acquaint you, that being obliged to anchor some days in the Gulf of Smyrna, occasioned by a gale of wind from the N. E., I arrived in the Straits of Scio yesterday morning, and anchored the Kite in the roads, about a mile from the town; I proceeded to examine the state of the privateers in that port, and received information that the large settee which has been lying there some months, was nearly ready for sea. The very great protection and encouragement afforded the enemy's privateers in Scio, is a fact of such general notoriety, that it will be perfectly useless in me to dwell on that subject; but as the injury they have thereby been enabled to do our commerce can be equalled only by the impudence with which they boast of it, I need only mention one single instance, which happened about two weeks ago, among many others, of so flagrant a nature that it attracted the general attention of all concerned in English trade: I allude to the ship belonging to Mr. Hayes, of Smyrna, taken by a row-boat out of Scio, from under the castle of Fojos, being carried to Patmos, where the cargo was sold, the money received, and the privateer's men returned to Scio, ready to commit new depredations of a similar nature, in defiance of all laws which regulate neutral nations, and which have so rigidly been attended to on our part. Duly considering the above circumstances, it appeared to me the most likely means to benefit our general commerce in these seas, if, by retaliating on our enemies, they might be brought to a more civilised mode of warfare, or driven from this neighbourhood as robbers and pirates. For these reasons, I gave to Lieutenant Williams the command of the Kite's boats, having under him acting Lieutenant Booth, and Mr. Edgar, purser, whose services are always voluntary, with instructions to bring out the settee from Scio. The boats left the brig about 2 o'clock this morning, and, I am happy to say, the service was accomplished in a masterly style, without the smallest accident or any kind of alarm. Before day-light, the Kite was under sail, with the privateer in tow, several miles distant from the port; her rudder was on deck, and sails unbent. I judged it prudent to see her part of the way out of the Archipelago. She is a very fine vessel, about a year old, mounting eight carriage guns, and four others in the hold; near 100 stand of muskets, complete with powder, &c. &c. &c.; seventeen men on board; sails so remarkably fast, that I apprehend few of H. M. ships would have been able to have caught her at sea, therefore calculated to do much mischief to our trade, if in the hands of an enemy. I hope my conduct in this instance will meet your approbation, and that of the commander-in-chief. I send her on to Malta, with a copy of this letter, to Admiral Laugharne. I have the honor to be, &c.

(Signed) "GEORGE CANNING."

This vigorous proceeding also became a subject of discussion with the Divan, as will be seen by the following extract of Mr. Liston's private letter, dated May 31st, 1813.

"I shall think it fortunate if the measures you have taken to prevent the sale of Captain Canning's prize have the desired effect, and put it in my power to offer conditional restitution to the Porte. But I am sorry to say, things are now so deeply embroiled, that I almost despair of getting out of our difficulties in the way we could wish.

"The French, in consequence of the irregularity committed at Scio, have had the audacity to land at Syra, and take forcible possession of the greater part of the cargo of the ship Carniola, which was deposited in that island, under the seal of the parties and of the Turkish Government, awaiting the issue of a difference that had arisen respecting the legality of the capture, by the French, near the island of Milo. This outrage exceeds any thing hitherto perpetrated, and the Minister for Foreign Affairs has sent a message to the French Ambassador, demanding the restitution of the articles carried off. But I have little confidence in the ultimate success of this measure. Buonaparte is not yet low enough to embolden this Government to hold the language it ought upon the occasion."

In Mar. 1813, acting Commander Canning was despatched to the coast of Karamania, where he recovered possession of a polacre ship which had been piratically seized in the Adriatic, and plundered of all her cargo except two butts of oil. This ship he conducted to Smyrna.

On the morning of the 5th June, 1813, a most disastrous affair took place between the boats of the Kite and some pirates, assisted by the inhabitants of Kilidromi, a small island, situated near the entrance to the Gulf of Salonica. Of forty officers and seamen employed in the boats, twenty were killed and eighteen wounded * ; including Lieutenant C. Williams (*to whom strict orders had been given not to land*), Mr. Edgar (purser), and the senior midshipman.

On the 23d of the following month, acting Commander Canning was superseded, at Smyrna, by the present Captain Rowland Mainwaring; and received on board the Orlando frigate, for a passage to Malta, where the plague was then raging. Having previously obtained permission from Sir Edward Pellew to return home, coupled with an offer of an ap-

* See *Nav. Chron.* vol. xxxi. p. 26.

pointment in the fleet under his command, he there determined upon proceeding to England, where, after a detention of some time at Gibraltar, occasioned by a violent inflammatory complaint which had nearly proved fatal, he arrived in the beginning of Jan. 1814. His promotion to the rank of commander took place on the 15th June in the same year, previous to which he had been sent back to the Mediterranean, and thereby afforded an opportunity of visiting Palermo, Leghorn, Pisa, Genoa, and Marseilles. He finally returned to Portsmouth, in the Edinburgh 74, Captain John Lampen Manley, in Nov. 1814; since which he has not been employed. The following is extracted from a letter addressed to him by Viscount Exmouth:

"*Ashley House, Plymouth, 25th Dec.* 1819.

"My dear Sir,—I am much obliged, and indeed pleased, that you have written to me, for I very well recollect, that my opinion and feeling about you, when under my command, was that of conviction that you had merited promotion, and had lost it only by unforseen changes and events. * * * * * *."

He subsequently received another proof of the estimation in which his conduct, while serving as a lieutenant, was held by his superiors:

"*London, 6th Nov.* 1820.

"My dear Sir,—You may depend on it, I never had in my possession a medal for you, or I would not, I hope, have done you so much injustice as to have thus long detained it from its proper owner. Any certificate I can give towards the attainment of such an emblem of honor I will with pleasure. Believe me, my dear Sir, faithfully yours,

(Signed) "Richard King."

"*To Commander Canning, R. N.**"

In 1818, and the two following years, Commander Canning

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* Mr. Boulton, the scientific and venerable proprietor of Soho, whose public exertions were so uniformly distinguished by a patriotism the best directed, solicited the permission of Government, that he might be allowed to strike a medal, at his own expence, in commemoration of the brilliant victory off Cape Trafalgar, and to present one to every officer, seamen, marine, &c. who served that day on board the British fleet. The permission was immediately granted, with the warmest approbation of so laudable a design.

made strenuous endeavours to procure an alteration in the tonnage laws, with a view to the improvement of ship-building; and a few years afterwards, to draw public attention to the very dangerous rapidity with which steam-vessels navigated narrow channels and crowded rivers, in order that the same might be regulated; also, in 1829 and 1830, to procure an alteration in the machinery used on board those vessels, in order to facilitate their movements in turning and winding, which has since been done.

Commander Canning's eldest brother, Jacob, held a commission in the Hertfordshire militia, and died on the 18th June, 1827.

ABEL WANTNER THOMAS, Esq.

Was made a lieutenant in Oct. 1802. He lost the Grappler gun-brig, on the Isles de Chosey, Dec. 31st, 1803; obtained a pension for wounds, in June, 1813; and was promoted to the rank of commander on the 15th June, 1814. He appears, during the late war, to have received an honorable testimonial from the Committee of the Patriotic Fund.

JOHN POTENGER GREENLAW, Esq.

We first find this officer acting as second lieutenant of la Creole frigate, Captain Austin Bissell, which ship, when accompanying a fleet of merchantmen from the West Indies to England, was necessarily abandoned by her officers and crew, Jan. 2d, 1804*. He subsequently served as senior lieutenant of the Naiad, and obtained great credit for the "zealous support" he afforded Captain Carteret (afterwards Sir Philip C. Silvester) in two actions with the Boulogne flotilla, under the immediate inspection of Napoleon Buonaparte†. His first commission bears date May 4th, 1804; and his promotion to

* See p. 229.

† See Supplement Part I. p. 75.

the rank of commander took place on the 15th June, 1814. He married, Sept. 15th, 1814, Miss E. Palmer, of Hammersmith.

THOMAS GILL, Esq.

Lost his left arm while serving as master's-mate of the Racoon sloop, Captain Austin Bissell, in action with the French national brig Lodi, on the Jamaica station, July 11th, 1803. He was soon afterwards appointed acting third lieutenant of la Creole frigate, commanded by the same officer, with whom he returned home, after the abandonment of that ship, in the Cumberland 74, early in 1804*. His first commission bears date May 8th, in the latter year. When promoted to the rank of commander, June 15th, 1814, he was serving as senior lieutenant of the Medway 74, Captain Augustus Brine.

THOMAS MANSEL, Esq.

Was made a lieutenant in Sept. 1804; advanced to his present rank on the 15th June, 1814; and appointed an inspecting commander in the coast guard service, April 13th, 1831.

WILLIAM FORBES LEITH, Esq.

Obtained a lieutenant's commission in May, 1805; and the rank of commander on the 15th June, 1814.

CHARLES WILLIAM CHALMERS, Esq.

Son of Sir Robert Chalmers, Knt. commander of the lazaretto ship Alexander, stationed at the Motherbank, who died on the 4th Sept. 1807.

We first find this officer serving as midshipman of the Scep-

* See p. 229.

tre 64, Captain Valentine Edwards, on the East India station. When that ill-fated ship was wrecked in Table Bay, Nov. 5th, 1799, he had the good fortune to be on shore *. He obtained a lieutenant's commission in Nov. 1805; the rank of commander, on the 15th June, 1814; and married, July 27th, 1815, Isabella, widow of T. Scott, Esq. of Calcutta.

FREDERICK AUGUSTUS HARGOOD PARKER, Esq.

Was made a lieutenant on the 22d Jan. 1806. He commanded a boat belonging to the Tartar frigate, Captain Joseph Baker, at the capture of a Danish privateer, on the coast of Courland, May 15th, 1809; and obtained his present rank on the 15th June, 1814.

GEORGE BOWEN, Esq.

Was made a lieutenant in Feb. 1806; and appointed first of the Apollo 38, Captain Bridges W. Taylor, fitting out at Portsmouth, for the Mediterranean station, April 30th, 1810. On the 13th Feb. 1812, he assisted in capturing the French frigate-built store-ship Merinos, of 20 guns and 126 men, under the batteries of Corsica †; and subsequently the national xebec Ulysse, attached to the Corfu flotilla ‡. On the 21st Dec. in the same year, he commanded the boats of the Apollo, assisted by those of the Weazle sloop, at the destruction of St. Cataldo, the strongest tower between Brindisi and Otranto §. The subsequent reduction of Augusta and Curzola, two islands in the Adriatic, was thus officially reported by his captain:

"*H. M. S. Apollo, Curzola, Feb. 4th,* 1813.

"Sir,—In compliance with your orders of the 18th January, we proceeded, with 250 men, under Lieutenant Colonel Robertson, on board the Apollo, Esperanza privateer, and four gun-boats, to the attack of Augusta, and I have the honor to acquaint you, that it surrendered on the 29th.

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* See Suppl. Part II. p. 117.

† See Vol. III. Part I. p. 292. ‡ See *Id. ib.* § See *Id. ib.*

"During this service, which was attended with excessive fatigue, by the nature of the mountains over which we had to pass, a distinguished share fell to Captain Rorica, who, with fifteen Calabrese, Mr. Thomas Ullock, purser, an artilleryman, and our guide, spiked the guns of the lower battery, under musketry of the fort; likewise to Captain May (35th regiment), Lieutenant George Bowen, and Mr. Ullock, with forty men, and the assistance of the inhabitants, who destroyed a store of provisions, and took a serjeant of artillery and two other soldiers, in the town, also under the musketry of the fort. I do not mean, by mentioning these in particular, to take from the merits of others, who were all equally zealous. I cannot either avoid mentioning the great exertions of the gun-boats, under Lieutenant M'Donald (35th regiment), the barge, launch, and yawl, under Messrs. William Henry Brand, William Hutchinson, and William David Fowkes, midshipmen of the Apollo; they drew a continual fire of the fort and battery upon them, and captured a boat attempting to escape with despatches.

"The fort stands upon the pinnacle of a mountain, which position is so strong, that fifty English soldiers, with the good disposition of the inhabitants, are likely to resist any force the enemy may send against it. Its garrison consisted of 139 men. It has one mortar, one 18-pounder, and two 8-pounders: there are three 18-pounders in the lower battery, and several musketry outworks. We have only to lament the loss of one man on our side, (an inhabitant) killed; the enemy had one wounded.

"Lieutenant-Colonel Robertson having left a garrison in Augusta, we sailed on the 1st instant, with the Imogene (sloop), and a gun-boat, to attack this island.

"Although it blew excessive hard in squalls, we succeeded in landing 160 soldiers, 70 seamen, and 50 marines, with a howitzer and 6-pounder field gun the same night, at Port Bufalo, which enabled Major Slesser (35th regiment,) with the flankers, to surprise the hill, with a musketry work upon it that commands the town.

"Hearing that 300 of the enemy's troops, to relieve Augusta, were arrived on the opposite shore (Sabionalla), I directed Lieutenant Charles Taylor, acting commander of the Imogene, to bring away or destroy their boats, and if fired at from Curzola, not to return it to the town; which instructions he obeyed with the utmost forbearance, as he fired over all, when their fire was directed at him. Mr. Antonio Parbo, commander of the gun-boat, likewise behaved gallantly; his vessel was hulled three or four times.

"Finding that the enemy appeared determined to hold out (although our field guns were upon the hill, and our advance in the suburbs within pistol-shot), and that the civic guard were collecting in the country, I took off the Apollo's seamen to attack the sea batteries, which, in the morning of the 3d, after about three hours' firing, we silenced; they then agreed to capitulate; and, I am happy to add, that we thereby have captured the

privateer which molested the trade of the Adriatic so much, also two of her prizes.

"I have to lament the loss of two seamen, killed by grape; one man drowned, by the sinking of the yawl; and one slightly wounded. I have also to regret that the ship's main-mast is very badly wounded, as well as a quantity of rigging cut.

"Upon the walls of the town, and in its towers, were three 18-pounders and eight small guns. The day the island surrendered, we captured several vessels in the channel, bound to Ragusa and Cattaro, principally with grain, for which those places were in great distress. We have also had the satisfaction of returning a quantity of church plate, bells, &c. which had been seized by the French, and were about to be carried away from Curzola and Augusta. I have the honor to be, &c.

(Signed) "B. W. TAYLOR."

"*To Rear-Admiral Fremantle.*"

The active manner in which the Apollo was employed during the remainder of the French war, has been stated in Vol. III. Part I. p. 293, *et seq.* We have only to add, that Mr. Bowen continued as her first lieutenant until advanced to his present rank, June 15th, 1814.

HENRY TAYLOR, Esq.

OBTAINED the rank of lieutenant in Mar. 1806; and commanded the Olympia cutter, on the Cape of Good Hope station, during the operations against the island of Bourbon, in 1810. On his return from thence to England (having then on board the officers charged with the naval and military despatches, announcing the reduction of that colony; and also Captain Matthew Flinders, the celebrated navigator, who had recently been liberated from his confinement at Mauritius,) he captured the French brig Atalante, pierced for eighteen guns, two only mounted, with a valuable cargo, from Port Louis, bound to Bourdeaux.

In May, 1811, the Olympia was taken by the enemy, off Dieppe; and Lieutenant Taylor appears to have remained in captivity from that period until towards the close of the war: he was granted a pension for wounds, in Dec. 1813; and promoted to the rank of commander, June 15th, 1814.

This officer married, in1814, Harriet, daughter of Mr. Robert Vazie, civil engineer.

CHARLES HAULTAIN, Esq.

Eldest son of the late Lieutenant-Colonel Theodore Haultain (of the Commandry in the city of Worcester), who was captain of the 37th regiment at the battles of Minden, Warburg, Fillinghausen, &c.; and who also saw much other service, both in Germany and North America *.

Mr. Charles Haultain was born at London, in Dec. 1787; and appears to have entered the royal navy, in Jan. 1800, as midshipman on board the Agincourt 64, then bearing the flag of his patron, the late Sir Charles Morice Pole; commander-in-chief at Newfoundland; but subsequently employed on the North Sea station, and in conveying H. M. 25th regiment to Egypt †. During the peace of Amiens, he served in the Bonne Citoyenne and Vincejo, sloops, both stationed in the Mediterranean.

On the renewal of hostilities, Mr. Haultain joined the Cerberus 32, Captain William Selby, which ship bore the flag of Sir James (now Lord De) Saumarez, at the very spirited attack made by that distinguished officer upon the batteries and invading flotilla at Granville, Sept. 14th, 1803 ‡.

Mr. Haultain afterwards served for a short time in the Thisbe 28, armed *en flûte*; and was sent from her, by order of the Admiralty, to join the Glory 98, bearing the flag of Sir John Orde, off Cadiz. In this ship he witnessed the capture of two Spanish third rates, by the fleet under Sir Robert Calder, July 22d, 1805 §. In Mar. 1806, having passed his examination, he was removed into the Ocean 98, flag-ship of Lord Collingwood, who, on the 26th of the following month, presented him with a lieutenant's commission. Between this

* Lieutenant-Colonel Haultain died in 1806: his wife was the youngest daughter of the late Arthur Stert, formerly of Lisbon, Esq.

† See Vol. II. Part I. p. 141. ‡ See Suppl. Part I. p. 44.

§ See Vol. I. Part I. p. 405.

period and the beginning of 1809, we find him successively serving in the Prince 98, Excellent 74, and Queen 98, off Cadiz.

In the spring of 1809, Mr. Haultain was appointed first lieutenant of the Décade 36, on the Irish station; and a few months afterwards to the Active 38, Captain (now Sir James A.) Gordon, fitting out at Chatham, for the purpose of reinforcing the Adriatic squadron. While belonging to the latter frigate, he suffered so greatly in his health, from the constant severe and harrassing service on which both the ship and her boats were employed, that he was obliged to go to sick quarters at Malta, and finally to invalid. His next appointments were, about Sept. 1811, by desire of Sir Charles Cotton, to the San Josef 110; and in the spring of 1812, shortly after the demise of that esteemed admiral *, to the Egmont 74, Captain Joseph Bingham, then on the North Sea station. In the course of the latter year, he sailed for the Baltic, under the flag of the late Sir George Hope, who had been ordered to escort to England a Russian fleet, placed under British protection †.

While on this service, Lieutenant Haultain was recalled home, to give evidence on the trial of the Marquis of Sligo, for seducing seamen from H. M. ships at Malta, in May, 1810. The details of the said investigation are to be found in the Naval Chronicle, vol. 29, pp. 65—73, and 163—169.

The Egmont was subsequently employed in cruising against the Americans, but met with no success. On her return to Spithead, it was understood that a number of gunboats were equipping at Sheerness (in hopes of saving Hamburgh from the grasp of the French), and Mr. Haultain, considering how little chance he had of obtaining promotion, while junior lieutenant of a line-of-battle ship, immediately wrote to Viscount Melville, volunteering to serve in this flotilla. His offer was accepted, and he soon had the satisfaction of finding himself appointed the senior officer of twelve

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* See Vol. II. Part I. note † at p. 447.

† See Vol. I. Part II. p. 725.

gun-boats, placed under the command of Captain Arthur Farquhar, commanding la Desirée frigate, and about to assume the direction of the Heligoland squadron.

It is impossible to imagine any thing more miserable than the state of these gun-vessels. They were originally built for the Walcheren expedition, and had ever since been in the river Medway, exposed to all weathers. They were now hastily fitted out, armed with two long 24-pounders, and manned with 24 men each; but had no subordinate officers whatever, to assist the lieutenants in command. Strips of tarred canvas were obliged to be applied to their sides and decks, in order to keep the crews dry; and seldom have officers or men undergone such privation, and for such a length of time, as did Mr. Haultain and his associates. Had it not been for the unremitting kindness of Captain Farquhar, and the officers of la Desirée, miserable indeed would have been their situation. To use the words of that brave and zealous commander, "*a month's service in these boats was equal to a year in any other.*"

We have stated in Suppl. Part III. p. 191, that Cuxhaven was re-occupied by the French on the 8th May, 1813. In the following month, Captain Farquhar arrived at Heligoland, and immediately directed his whole force to attack their batteries, for the purpose of trying their strength, as well as to exercise the flotilla. A heavy cannonade, within pistol-shot, accordingly took place, and was continued until the enemy's works had evidently suffered much damage, when the squadron and gun-boats retired with small loss. From this period, scarcely a week passed without the latter being engaged either with the enemy on shore or afloat.

In Sept. 1813, Lieutenant Haultain volunteered to attack eight Danish gun-vessels, lying at Busum, a small and intricate harbour, near the mouth of the Elbe. Captain Farquhar not only agreed to his proposal, but reinforced the flotilla with the boats of the squadron, placed under the command of Lieutenant Samuel Radford, first of la Desirée, and accompanied the whole in his gig. After great labour at the oars, for twelve hours, among shoals and sand-banks which

no one knew any thing of, they arrived within range of the enemy, whose vessels were drawn up in a line, close to the shore, and who immediately opened a heavy fire. Nothing could exceed the mortification of the British, when, on endeavouring to close, they found the Danes protected by a sand-bank in their front, and that the narrow channel in which they lay, could be only entered at spring tides, and with the aid of experienced pilots. Lieutenant Haultain, two of whose vessels had got aground, was therefore obliged to content himself with endeavouring to destroy them, in which he persevered for two hours, during which nearly the whole of his ammunition was expended, and several of his officers and men killed and wounded; among the former, a midshipman of la Desirée; and among the latter, Lieutenant Francis Darby Romney, commanding a gun-boat. Having at length driven two of the Danish vessels on shore, and finding the tide ebb rapidly, he reluctantly abandoned his gallant enterprise, and returned to the squadron off Cuxhaven; on rejoining which, he received the approbation and thanks of Captain Farquhar, than whom no one more lamented, that the situation of the enemy precluded the possibility of success in such an undertaking.

About this time, Lieutenant Haultain had a narrow escape from drowning. Having been called on board la Desirée by signal, in endeavouring to reach the ship, the tide running nine or ten miles an hour, his boat, a small two-oared punt, upset, and one of his crew perished: the other man and himself were fortunate enough to reach the launch astern of the frigate, and thus escaped a similar dreadful fate.

In the following month, the gun-boat under the immediate command of Lieutenant Haultain, with three others, having suffered much by recent gales, and the firing of their exceeding heavy guns, were considered not sea-worthy, and ordered to be laid up at Heligoland. Disliking the idea of going home while there was a probability of any thing to do; and hearing that the allies, under the Crown Prince of Sweden, were advancing, he wrote for, and obtained permission to join them as a volunteer. On his arrival at Bremen, he was at-

tached to a battalion of Russian infantry, selected, with some Cossacks, to co-operate with the British squadron and flotilla in the reduction of the strong fortresses commanding the entrance of the Weser *. Captain Farquhar's official report of this service was never made public; but in his despatch announcing the subsequent capture of Cuxhaven, he says, "*Lieutenant Haultain, whom I had occasion to mention on a recent occasion as a volunteer, continued his services; and, with all the officers and men of the squadron employed on this occasion, merit my best thanks* †."

The operations in the Weser and Elbe having been completed by the subjugation of the important fortresses of Blexen, Bremer-lehe, and Cuxhaven, Lieutenant Haultain rejoined the allied army, which he found blockading Rendsburg, in Holstein, with the head-quarters at Keil. He was soon afterwards despatched by the Crown Prince to assist at the siege of Gluckstadt, then about to be undertaken by the Swedish General Baron de Boyé, in conjunction with Captain Farquhar. During the operations against that place, he was the senior lieutenant employed in the seamen's battery, under the command of Captain (now Sir Andrew Pellett) Green ‡. After the surrender of Gluckstadt, he returned to England in la Desirée; and on the 15th June following §, was promoted to the rank of commander; since which his utmost endeavours to get employment have been fruitless.

In 1819, Baron Steirnheld, His Swedish Majesty's ambassador at London, transmitted to Commander Haultain a gold medal, and the following letter:

"*Stockholm, ce 1er Fevrier*, 1819.

"*Armée Suedoise,*

Bureau de l'Etat Major Général.

"Monsieur le Capitain de Haultain. Sa Majesté le Roi de Suede et de Norvège voulant vous donner, Monsieur, un temoignage public de Sa haute satisfaction pour l'activité, la bravoure, et le zèle, que vous avez déployés pendant le siège de Gluckstadt, en 1813 et 1814, m'a ordonné de

* See Vol. III. Part II. p. 234.

† See Suppl, Part III. p. 251, *et seq.* ‡ See *Id.* pp. 390 and 392.

§ 1814.

vous envoyer la médaille en or ci-jointe destinée aux officiers de tout grade, pour action d'eclat et trait de bravoure.

" En m'acquittant des ordres de Sa Majesté, je vous prie, Monsieur, d'agréer l'assurance de ma parfaite considération.

(Signed) " Le Général Baron DE BJOINSTJERNA.
" Chef de l'Etat Major Général de l'Armée."

At subsequent periods, Commander Haultain received the following honorable testimonials:

" *Culderry House, Oct. 26th,* 1827.

" My dear Sir,—I had the happiness of receiving yours of the 23d inst. this morning; and it affords me great pleasure to hear you are perfectly well. Could I be of any service to you, either in procuring employment or obtaining promotion, I would do it with much gratification to myself, and in great justice to His Majesty's naval service.

" I have by no means forgot your valuable services while I commanded the Calliope, and was senior officer of the squadron in the German rivers, in the year 1813; and I can say with truth, that you were on all occasions most ready and willing in furthering my views for the good of His Majesty's service. I am, my dear sir, yours very truly,

(Signed) " JOHN M'KERLIE."

" *Edinburgh 14th Nov.* 1827.

" My dear Sir,—It is some time since I was favored with your letter of the 22d ult. which I should have replied to ere this, but from the circumstance of my having been absent from home, and therefore unable to procure the documents which you mention, and which could best enable me to send you such a certificate as I was, and am still, anxious to do, and which your conduct, whilst under my orders, so well merited. I lament to say, that to this moment I have been unable to procure the documents alluded to; some of my official letter books are missing or mislaid; it is possible that they may be in a trunk I have sent to London. In the mean time, I can only speak to your conduct in a general way; but I can most conscientiously state, that during the whole of your service, whilst employed in the gun-boats under my command, in the rivers Elbe and Weser, and during the time you were senior officer on that service, your conduct merited my perfect approbation; and I had occasion, in my official despatches to Admiral Young, more than once, to make mention of your name in terms of praise. And, I assure you, it would give me great pleasure to hear of your being again in active employment. I am, my dear Sir, yours very faithfully, (Signed) " ARTHUR FARQUHAR."

Commander Haultain married, Aug. 13th, 1814, Eliza, daughter of Mr. Saward, of Thorp Hall, Prittlewell, Essex, Esq. His brother, Francis, is a captain in the royal artille-

ry; and another, Arthur, a captain in the Hon. E. I. C. service, on the Madras establishment. His brother Frederick, a midshipman of the Thetis frigate, died in the West Indies, of yellow fever, in 1809.

JAMES ASKEY, Esq.

Was born in 1775; and first went to sea, in the merchant service, in 1786. During the Russian armament, in 1791, he entered the royal navy, as a foremast lad, on board the Rattlesnake sloop, Captain Joseph Sydney Yorke; under whom he continued to serve, in that vessel, the Circe 28, Stag 32, Jason 36, and Canada 74, until May 1802; at which period he had been doing duty on the quarter-deck as midshipman and master's-mate, for about twelve months. During the peace of Amiens, he commanded a merchant-vessel; and on the renewal of hostilities, in 1803, rejoined Captain Yorke, then commanding the Prince George 98. In Sept. 1804, he passed his examination; and on the 15th July, 1806, after acting as lieutenant of two line-of-battle ships (the Polyphemus and Illustrious) was promoted from the Hibernia 110, bearing the flag of Earl St. Vincent, into the Donegal 74, Captain Pulteney Malcolm, under whom we find him serving for a period of four years. From documents before us, it appears that he was beach-master at the debarkation of the armies under Sir Arthur Wellesley (in Mondego bay) and Sir John Moore (at the back of Vimiera) in 1808; that on the former occasion, he superintended the landing of the artillery and ordnance stores; and that, on the latter, he saved four soldiers from a watery grave, at the hazard of his own life. He also commanded the larboard division of boats, sent from the fleet under Lord Gambier, to protect the fire-vessels in Aix roads, on the memorable night of April 11th, 1809.

Lieutenant Askey's subsequent appointments were, in 1810, to the command of the hired cutter Active, on the Downs station, and Charger mortar brig, employed in the defence of Cadiz, where he continued until the raising of the siege. He obtained the rank of commander on the 15th June, 1814;

and received the following testimonial from his first patron, Sir Joseph S. Yorke, in Dec. 1823:

"My dear Sir,—I received your letter of the 18th ultimo, in which you state your intention to apply for employment, and request such testimony of your conduct, whilst under my command, as may strengthen the claims you have to the attention of the Board of Admiralty.

"It appears by a record that I have, that you began your naval life with me, when I commanded the Rattlesnake, fitting at Chatham, in Mar. 1791; and I well remember that, though a boy, you exerted yourself to rig the ship when hands were very scarce, and thereby acquired considerable claim to my regard and attention, for such active and smart conduct in so mere a youth.

"You followed me, at the commencement of the war, 1793, into the Circe; and afterwards into the Stag, Jason, and Canada; when I promoted you, for your excellent and faithful conduct, through the different grades of the profession, viz. captain of a top, quarter-master, gunner's-mate, and captain's-coxswain; in which capacity you proved yourself highly worthy of confidence, more particularly during the great mutiny of the fleet. After the truce of Amiens, you embarked with me in the Prince George, as master's-mate, and by your continued good conduct, *promoted yourself*, I may say, *to the rank of lieutenant*, and from that to commander, as your other testimonials you allude to, by Sir Arthur Legge and Sir Pulteney Malcolm, will abundantly testify. Indeed, I may say, there are few men who, by a regular line of good, strait-forward, sober, and honest conduct, have, *with so little interest*, done so much for themselves; and I can safely assure you, nothing would give me more gratification, than to learn that my Lords Commissioners of the Admiralty were disposed to listen to your wishes for employment.

"With every sentiment of good will towards you, believe me very faithfully yours,

(Signed) "J. S. Yorke, Vice-Admiral."

Commander Askey died at Bruges, in Flanders, Oct. 31st, 1824.

JOHN HILTON, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and of Merit.

This officer obtained a lieutenant's commission in Aug. 1806; and served as first of the Bustard sloop, Captain John Duff Markland, employed in the Gulf of Venice, and on the coast of Calabria, in 1809 and 1810. On the 24th July, in

the latter year, he received four wounds, while attempting to burn an armed felucca, under Cape del Arme. On the 12th Oct. 1811, he obtained the royal authority to accept and wear the insignia of K. F. M. which His Sicilian Majesty had been pleased to confer upon him, "as a testimony of his royal approbation of the great courage and intrepidity displayed by him in various actions with the enemy's vessels near Messina." About the same period, he was appointed to the Ganymede 26, Captain John Brett Purvis; and at the close of the war, we find him in the Minstrel 20, Captain Robert Mitford, on the Mediterranean station. His promotion to the rank of commander took place on the 15th June, 1814.

THOMAS DICKINSON (*b*), Esq.

Obtained his first commission in Aug. 1806; and was severely wounded while serving as senior lieutenant of the Andromache frigate, Captain George Tobin, at the capture of la Trave, French 44, in Oct. 1813*. The estimation in which he was held by his gallant captain, was thus expressed in that officer's official letter, but never reached publicity:

"The zeal and professional talents of Mr. Dickinson I have long known, and endeavoured to appreciate; and on all occasions have sought his clear and comprehensive counsel; nor is it possible that I can ever cease to cherish a remembrance of it with the warmest gratitude."

And in a private letter to Viscount Melville, after stating the sufferings of Lieutenant Dickinson, Captain Tobin observes:

"Our affair with la Trave (the account of which I endeavoured to give as succinctly, and with as much humility as possible) will doubtless soon pass by. If I was at all prolix, it was in praising those to whom I shall ever be indebted, which, of all others, is the highest gratification a commander can feel; and in a warfare like the present, where the foe in general remain secure in port, too many opportunities do not offer for our bestowing it.

* See Vol. II. Part II. p. 634.

"Lieutenant Dickinson is an officer of great zeal, and very superior professional attainments. He was first lieutenant (alas! my Lord, he is now nothing) of the Andromache, when opposed to an enemy, fully equal to her in metal, and superior in men. True, my Lord, la Trave was under jury-masts, nor was the contest long (though a well-directed fire of nearly half an hour, from her stern guns, I barely noticed); yet, if short, it was by the prompt and steady conduct of the officers and crew I had the happiness to command, and particularly that of Lieutenant Dickinson, who, by an admirable precision in working the ship, anticipated my every wish."

Although thus highly recommended, Mr. Dickinson was not promoted until June 15th, 1814. In the course of the same year, he obtained a pension for his wounds, the present amount of which is £150 per annum. In 1825, the Society of Arts presented him with the Gold Vulcan Medal, for his mode of applying percussion powder to the discharge of ships' guns. And on the 25th June, 1829, he was appointed to the command of the Lightning sloop, fitting out at Plymouth for the South American station.

The Lightning was at Rio Janeiro refitting, after a trip to the Pacific, when the intelligence of the loss of the Thetis frigate, on Cape Frio, on the night of Dec. 5th, 1830, arrived *. Every thing on board that ill-fated ship, including 800,000 dollars, was supposed to be irrecoverable: but Commander Dickinson was not of that opinion, and thought that, at least some of the treasure might be saved. He accordingly offered his services to Rear-Admiral Thomas Baker, the commander-in-chief, and obtained permission to carry his plans for this purpose into effect. For the following sketch of his operations we are indebted to the Nautical Magazine:

"The first thing to be provided was a diving-bell, for which two iron tanks were supplied from H. M. S. Warspite. Iron tanks are used in H. M. navy instead of casks, for the purpose of containing water, and are about five feet cube, which allows of their holding about two tons. The plan proposed to be adopted by Commander Dickinson was communicated to Mr. Moore, an Englishman of acknowledged skill and experience as a civil engineer, residing at Rio, who so far approved of it, as to engage his own services towards carrying it into execution, in return for which he was to receive payment in proportion to the amount of property recovered. Dur-

* See Vol. III. Part II. p. 163.

ing the time that these preparations were going forward at Rio, the Algerine sloop, (acting Commander William Henry Martin,) and the Adelaide schooner, with the Warspite's launch, were at Cape Frio, and saved a few stores, which had been washed on the rocks by the surf.

"Under the auspices of Mr. Moore, the diving-bell was shortly completed by the armourers of the ships at Rio, and an air-pump, which had been nothing more than a fire-engine, was got ready, and provided with a hose, constructed with much care, from those belonging to Commander Truscott's forcing-pump. The property of these hoses is that of being air-tight; but they were rendered more secure by the application of tar and canvass, and fortified against outer accident by spun-yarn, passed carefully round them. The diving-bell being ready, the first experiment was made with it in the harbour of Rio, when it was let down to a depth of 7½ fathoms from H. M. S. Warspite, and found to answer perfectly well.

"Commander Dickinson now proceeded in the Lightning, with the diving-bell and air-pump, besides a collection of hawsers and anchors, to Cape Frio, the scene of operation. A net was also prepared, to be spread across the entrance of the cove in which the Thetis lay, to prevent any part of her wreck from being washed out to sea. On arriving at Cape Frio, Commander Dickinson, accompanied by acting Commander Martin, proceeded to examine the shore of the cove, and determine the plan to be pursued for suspending the diving-bell. The coast, as might have been expected, proved of that rocky description, which rendered the task still more difficult.

"To obtain a point of suspension for the diving-bell was now the chief concern. The general height of the land is about two hundred feet; and Commander Dickinson imagined, that he could stretch cables across the cove from one height to the other; but the immense span which this required rendered it apparently impossible, and he determined on employing a derrick. To construct this machine, every piece of wood that could be found on board the ships was put in requisition, the land affording none that was available; and the work proceeded under the direction of Mr. Batt, carpenter of the Warspite.

"On the 2d Feb. 1831, Colonel Gasque, a Spanish officer of the Brazilian service, arrived at Cape Frio, with seven natives of the country, who were reported to be expert divers. These people, however, did no good whatever, neither did the gallant colonel; and, after failing in all their attempts, they returned to Rio.

"While the derrick was in progress, Mr. Jones, carpenter of the Lightning, was employed with a party in preparing a capstan and bollards, besides various fastenings, which would be required for its management. Mr. Moore was equally busy in preparing a clean even space on the summit of the rocks in the interior of the cove, for the main purchases, and

in fixing iron bolts in various parts of the cliff, for the ends of guys for the derrick.

" Hitherto the officers and men had lived entirely on the island forming the cape, in tents constructed of old sails and pieces of canvass. These were but a sorry protection against the sand, which was continually blown about in such quantities as to make its way into every thing they had; but the greatest annoyance was that of finding it among their provisions, from which it was utterly impossible to exclude it. After enduring this for a long time the season changed, the wind became variable, and was accompanied by rain. The change, therefore, was for the worse; for the frail habitations which had been created, were even less calculated to withstand the effects of the storm, and consequently they admitted the rain in nearly every part. Great inconvenience arose from wet beds and clothes, which produced ill effects on the health of the party; and although endeavours were made to improve the tents with the resources which the island afforded, still little was done in this particular.

" During the time that all these preparations were going forward, Captain Dickinson attempted to work the diving-bell from the launches which he had brought from Rio; but it was found too heavy for either of them. Determined, however, that no time should be lost, he directed a smaller one to be made, and the launch of the Warspite was selected and prepared for working it. At the same time, parties of men were engaged in creeping up whatever could be got from the wreck by means of ropes. On the 2d March, the small diving-bell was completed, and a trial made with it in the cove, that proved satisfactory; but in consequence of bad weather, and some further alterations that were necessary in the boat which was to work it, nothing was done with it until the 7th March. On this day, the boat was secured with it over the wreck, and the bell sent down with Richard Heans, carpenter's-mate of the Lightning, and George Dewar, a seaman. The bell had not been down long, when the wind freshened, and occasioned so much violent motion to the launch and the hoses, that they became leaky, and it was found necessary to heave it up again, and secure the boat. Whenever the weather permitted, the small bell was constantly in operation, and on the 10th March, by the violence of the sea, was dashed against the rocks at the bottom of the cove. This accident had nearly proved fatal to the two men, Heans and Dewar, who extricated themselves from it as it was thrown on its side, and with difficulty reached the surface of the water. The latter was nearly exhausted when he came up, and was snatched into the boat instantly by Commander Dickinson, by which his life was saved.

" A delay of three days was occasioned by this accident, at the end of which time the bell was again ready for working, and was employed as before. The effect of the operations in the small bell now showed itself, as several pieces of the wreck, which had been detached from the rest,

were seen floating about in the cove. Among these were a great many of the vessel's timbers, a part of the stern-post; and, a large mass of her bottom being discovered, the position of it was marked for examination by buoys. The same method of marking the position of different parts of the wreck was also adopted, and the buoys were regularly numbered; a measure which contributed much towards the order and regularity of the proceedings.

"In the course of the operations with the small bell, on the 19th March, the chain-cable was discovered, and attempts were made to raise it, without effect, from its being so much buried among other parts of the wreck.

"At this stage of the proceedings, the length determined on for the derrick was found to be too little by thirty feet, which must have arisen either from a mistake in the measurement of the distance which the wreck was from the rocks, where the derrick was intended to be stepped, or from the position of the wreck having changed. The original length of the derrick was ordered to be 120 feet; but the distance of the wreck from the rocks being as much as 150 feet, it became necessary to lengthen the derrick to at least 158 feet, to give it a sufficient inclination. This produced a further delay; but the time was not lost; for while it was in progress, the Lightning's three anchors and her capstan, besides three crabs, were fixed on the principal cliff, for the topping-lifts of the derrick. In addition to these, other crabs were placed on various parts of the cliffs, for receiving guys to steady it. The small diving-bell was also kept at work, in loosening and clearing away as much as possible the lesser pieces of the wreck. This service was attended with much danger, from the constant south-easterly gales, which produced so much swell, that the bell was frequently dashed against the rocks, to the great risk of its being broken, as well as endangering the hoses of the air-pump.

"About two months had now elapsed, and nothing in the shape of treasure had been recovered, although the utmost exertions had been made that the small diving-bell would permit; and it was generally thought that it had been washed out to sea, as the net, which had been placed across the mouth of the cove at the commencement of the operations, had been quickly carried away by the violence of the waves. With this prevailing opinion, it was determined to save those parts of the stores, the position of which had been marked by buoys; when, on the 1st April, the persons at work in the small bell discovered some dollars among the rocks at the bottom; and these having been collected, led to the discovery of more, besides a quantity of gold. This was sufficient encouragement to hope that more was there; but so completely was it buried among the rocks at the bottom, that it was difficult to distinguish it, and a torch was employed in the bell; which, however, after a short time, was found not to answer. In the midst of this success, the launch was nearly lost, owing to a sudden shift of wind, which produced so much swell, that it became necessary to heave up the bell, and leave the cove as soon as possible. On the 5th

April, the operations having been resumed, some more treasure was recovered in the small bell.

"The derrick was now nearly completed, the men having been employed in preparing the fittings for it when they were unable to work the small bell, and all hands were now occupied in reeving the purchase falls, and getting the chains and hawsers into their places on the cliffs of the cove. This was a work of more than ordinary danger, in consequence of pieces of rock being displaced from the sides of the cliffs, and falling among those employed below; and the danger was still further increased, from the rugged nature of the rocks allowing of no escape. Men were to be seen slung in ropes on all sides of the cove, busy in fixing the guys, &c. for the derrick, which happily was effected without any accident, from the judicious arrangements that had been made.

"The small diving-bell still continued at work, and on the 8th April, the men in it found themselves in the midst of a large quantity of provisions, the stench of which was so great, that the life of one man was endangered by it, and he was immediately removed from the bell. On the following day, the derrick being completed, it was launched into the harbour, and towed round to the cove. Being put into its place, and every thing prepared for heaving it up, this business was commenced; but the swell from the sea, which set into the cove, was so great, that it could not be done; and it therefore became necessary to tow it back again for safety to the harbour. The operation of towing so large and unwieldy a spar through a boisterous sea was most laborious, and the party employed underwent great bodily fatigue in performing it. On the 10th April, another attempt was made to get the derrick into its place, which was more fortunate than the preceding. After being again towed round, and placed in its step, the outer end of the derrick was hove up ten feet above the surface of the water, and secured. The next day, attempts were made to raise the outer end of the derrick higher by means of the purchases; but in consequence of its extreme length, and the number of pieces of wood with which it was constructed, it betrayed weakness, and more topping-lifts were found necessary for its support. These were speedily completed, and the end of the derrick was at length hove up 55 feet from the surface of the water, at a sufficient angle to secure its stability. A very short time after this, the wind freshened and produced a swell, which would have put a stop to the operations; but the derrick was now secure. The seamen had undergone greater labour and privation in these three days than at any other period of the operations; and such was the importance of making the most of the few days of fine weather, that they had worked throughout the two last from 4-30 A. M. until late at night, without taking any refreshment. To them and their able commander it was a joyful sight to see the derrick in its place; and, having made every thing secure, they returned to the harbour prepared to resume their arduous duty on the following morning.

"The next step was to suspend the large diving-bell in a manner that

would allow of its being lowered into the sea and raised again, according as circumstances might require. Preparations for this were accordingly made, while, at the same time, the small diving-bell was kept at work as usual from the launch, which on more than one occasion was nearly lost, by being exposed to the roughness of the sea, produced by the sudden shifting of the wind. In the course of these proceedings with the small bell, considerable progress was made in clearing away such of the loose pieces of rock among which the fragments of the ship were buried, as its limited size would allow, and quantities of dollars were occasionally recovered.

"The arrangements for working the large diving-bell were completed by the 6th of May, previous to which time Commander Dickinson had obtained a reinforcement of his party from the Warspite, at Rio. The various fastenings of the derrick were completed, the stage for the air-pump was ready, and the large diving-bell was taken out of the harbour, and suspended from the derrick. Nothing, however, could be done with it on this day, in consequence of the rough state of the sea in the cove; and it was not before the 11th May that the first descent to the wreck was made with it. On this occasion it was found to answer every expectation, and it continued in operation with success. Large masses of rock, beneath which pieces of the wreck lay buried, were removed, and many dollars, besides some stores, were saved.

"On the 13th May, H. M. S. Eden, commanded by Capt. W. F. W. Owen, arrived at Cape Frio on her way to England; and by her, Commander Dickinson had the satisfaction of sending home 123,995 dollars.

"The launch belonging to the Warspite had hitherto been kept at work, whenever it was possible, with the small diving-bell; but that ship requiring her boat, she left the Cove for Rio Janeiro on the 16th May, with all her crew. The small bell, however, was not to remain unemployed at such a momentous period, and a Brazilian boat was ordered to be substituted immediately for that of the Warspite.

"On a retrospect of the whole proceedings, from their commencement to the time that the first shipment of treasure was made in the Eden, and on contemplating the numerous dangers to which the party employed in this hazardous service were continually exposed, it is a matter of surprise that some fatal accident had not yet occurred.

"On the 18th May, a gale of wind came on from the south-west, which the following day had increased so much that apprehensions were entertained of the whole proceedings being stopped for some time. An inspection of the plan * will shew the exposed situation of the cove; and it may easily be imagined that the smallest breeze would produce a commotion in the surface of the water; but when this increased to a

* By Lieutenant Augustus Henry Kellett, of the Eden. It exhibits the localities of Cape Frio, and the various points where the Thetis struck before she finally drifted into the cove, to which, with her remains, she has left her name. See *Naut. Mag. for April*, 1832.

gale, the violence of the waves must there be truly awful. Such it was on the 19th May. The waves in the cove rose half way up the overhanging cliffs, to a height of nearly 100 feet, and caused much anxiety in the minds of Commander Dickinson and his party, for the safety of the derrick. This object of their solicitude, the completion of which had cost so many days of laborious exertion, betrayed its inability to withstand much longer the repeated shocks of the waves, and in the course of the morning the contents of the stage were washed away. At 10 A. M. a tremendous wave broke the derrick in two pieces, about twenty feet from the step: soon afterwards it separated into five different fragments; and thus perished this enormous machine, with the assistance of which not more than 50,000 dollars had been saved.

"Discouraging as this misfortune must have been, the first concern, as a matter of course, was to repair it; and the former plan, of stretching a cable across the cove, from the summits of the opposite cliffs, was determined on. While the preparations for this substitute for the derrick were going forward, the Brazilian boat, being ready to work the small bell, was taken to the cove, and search was made for the air-pump, which had been washed off the stage. In the course of this search, an accident happened to the hose of the small bell, which obliged George Dewar again to make his escape from beneath it, and to swim to the surface, by which he received considerable injury from the rocks, and was taken up in a very exhausted condition. The air-pump and the large diving-bell were recovered on the following day; but the latter had received so much injury that it could not be used, and another was directed to be prepared in its stead, while the small bell continued at work with some success.

"Another reverse of fortune happened on the 30th May, by a sudden change in the weather, which, during the morning, had been fine, and had allowed of the bell being worked. This no sooner took place, than the operations were stopped, and the boats were compelled to make their way out of the cove without loss of time. The boat containing the small bell was taken in tow by the others; but such was the violence of the wind and waves, that having gained the outside of the cove with great toil and difficulty, to proceed further was found to be impossible. In this dilemma, prompt measures were required. Commander Dickinson, therefore, directed the boat to be taken back to the cove, and anchored without loss of time: this being done, the bell was to be lowered into the water, and the boat's crew to be landed in the safest part of the cove. Apprehensive of losing the air-pump, Commander Dickinson took it into his own boat, and immediately made for the harbour. It was not without the greatest difficulty he succeeded in reaching it,—the small dimensions of the boat, and the additional weight of the air-pump, rendering her unequal to encounter the boisterous sea. Every person in her, with the exception of two who continued rowing, were constantly employed in baling out the water, and when they at length gained the harbour, the whole were nearly exhausted.

"The small diving-bell, on this occasion, had been left at the bottom of the cove to the mercy of the waves; but the alternative of endeavouring to bring it away would, in all probability, have cost the lives of the whole party. In this gale, all the buoys, that had served as marks for the different situations of the wreck, were washed away; and with the condition of the launch, and the small bell, the general aspect of affairs was any thing but encouraging; nor was it improved when the small bell was recovered, for this was found to be in so shattered a condition from the blows which it had received by the rocks, that it was of no use. The operations in the cove were now totally suspended: the derrick had been destroyed, the two diving-bells were unserviceable, and all the buoys had disappeared. Commander Dickinson, however, had his resources at hand; the same persons who had constructed the diving-bells could make others; and no sooner was the small bell discovered to be broken, than orders were given to replace it with another. In the space of six days this was accomplished, under the able superintendence of Mr. Jones; indeed, the spirited exertions of every one employed in this arduous service, proved that they were actuated by the same zeal, and shared in the same anxiety for the attainment of their object, which, from the commencement, had influenced their gallant commander. On a duty of this nature, a saving of time was frequently of the greatest importance; and on these occasions, regularity in meals and rest were lost sight of;—all danger was disregarded, each difficulty was overcome, and every privation was willingly endured.

"An accident occurred on the 10th June, which threw a temporary gloom over the whole party. Mr. Moore, the engineer, with Mr. Linzee, mate of the Adelaide tender, and a seaman, were unhappily drowned by the sinking of a boat.

"While the large bell was constructing, the small one, having been completed, was again worked with considerable success; and another quantity of dollars, amounting to 126,500, forwarded to England by H. M. packet Calypso. This vessel sailed from Cape Frio on the 21st June; and on the 30th another large quantity of treasure was found beneath a rock, which, with much difficulty, had been removed. One of the Lightning's hempen bower cables was secured across the cove, as a suspension cable for the large bell, which was first used on the 9th October; after which, the operations seem to have proceeded very successfully. Considerable difficulty, however, was found in keeping the iron bolts properly secured in the rocks, for the various fastenings. This arose from the nature of the rock, which, after the bolts had been sunk firmly in it with much trouble, on being exposed a few days to the action of the atmosphere, split into small fragments. Thus the bolts were repeatedly loosened, and delay was occasioned by replacing them."

The total amount of specie recovered by Commander Dickinson and his party was about 600,000 dollars; rather more

than two-thirds of the whole treasure so unfortunately engulphed. They also succeeded in recovering the anchors, chain-cable, and some of the guns of the ill-fated Thetis.

"Sufficient has now been stated to inform the reader of the manner in which so much valuable property has been saved, —of the great personal danger to which the officers and men employed were continually exposed,—and of the skill and determined perseverance displayed by Commander Dickinson throughout this hazardous and difficult service. Such a service, among the occupations of peace, ranks equally high with the brightest achievement of war: if the latter has shed lustre on the naval profession, the former reflects equal honor on those by whom it was accomplished, and adds no less to the character for enterprise which distinguishes the British seaman."*

The Lightning returned home in Aug. 1832; and was paid off, at Portsmouth, on the 13th of the following month. Previous to her being put out of commission, the ship's company requested permission to present a sword and pair of epaulettes to their commander, "in token of gratitude for his unceasing care, during their dangerous and laborious exertions at Cape Frio, by which their lives were preserved;" but he, disapproving of the principle of inferiors expressing a public opinion of their superiors, declined the acceptance of them. Subsequently, some malicious persons having aspersed the character of the crew, by writing an anonymous letter to Admiral Sir Thomas Foley, wherein it was set forth that they were discontented in their ship, they renewed their application, on the ground of shewing "that not a man amongst them felt otherwise than satisfied and happy, and that they had the highest respect for their commander and officers." Commander Dickinson was then induced to consult an officer of high rank, as well as some of his brother officers, and under these peculiar circumstances accepted them. They also presented to the first lieutenant (Thomas G. Forbes), master (Charles Pope), and mate (M. D. Blennerhasset),

* *Naut. Mag.* vol. i. p. 73.

a very handsome ring each. When paid off, such was the orderly conduct and good state of the crew, that the Admiral Superintendent, Sir Frederick L. Maitland, was pleased to compliment Commander Dickinson on the occasion.

WILLIAM RICHARDS, Esq.

Was made a lieutenant in Sept. 1806; and commander on the 5th of June, 1814. He married, in 1819, Miss Sarah Constable, of Northampton.

WILLIAM HAMLEY, Esq.

Knight of the Imperial Order of Leopold of Austria.

This officer is the second son of the late William Hamley, of Bodmin, co. Cornwall, Esq. by Sarah, daughter of John Pomeroy, Esq.; and lineally descended from Osbertus, youngest grandson of Sir John Hamley, Knt. who, in the twelfth of Edw. III. was chosen high sheriff of Cornwall, and subsequently elected a member of parliament for the same county. His great ancestor, Espire Hamley, represented the borough of Bodmin in 1308.

Mr. William Hamley, junior, was born at Bodmin, in July, 1786; and appears to have entered the royal navy, in 1799, as midshipman on board the Pomone frigate, Captain R. Carthew Reynolds; under whom he also served in the Orion 74, previous to the peace of Amiens. We subsequently find him joining the Hercule 74, flag-ship on the Jamaica station, where he had the honor of acting as aid-de-camp to Sir John T. Duckworth, and his successor in the chief command, the late Vice-Admiral Dacres, (residing with them at the "Pen") until promoted by the latter officer to the rank of lieutenant, in Jan. 1807.

During the remainder of the war, Mr. Hamley served under Captain the Hon. George Cadogan (now Lord Oakley), in the Crocodile, Pallas, and Havannah, frigates. The former ship conveyed Sir Arthur Wellesley to Portugal, in 1808; the Pallas was most actively employed during the Walcheren

expedition; the nature of the services performed by the officers and crew of the Havannah are shown in official letters, of which the following are copies:

H. M. S. Havannah, at Sea, Sept. 7, 1812.

"Sir,—Some of the enemy's coasting vessels having taken shelter under a battery of three 12-pounders, on the S. W. side of the Penmarks, I yesterday morning sent my first lieutenant (William Hamley), with the boats of this ship, to spike the guns, and bring the vessels out or destroy them; which service he performed without the loss of a man, in a manner that does great credit to himself, as well as all the officers and men employed on the occasion. I have the honor to be, &c.

(Signed) "GEORGE CADOGAN."

"*To Rear-Admiral Sir Harry Neale, Bart.*"

The vessels taken on this occasion consisted of one schooner and five chasse-marées, principally laden with wine and brandy. On the 20th of the same month, Admiral Sir Charles Cotton, then commander-in-chief of the Channel fleet, informed Captain Cadogan that the Lords of the Admiralty highly approved of his judgment in directing the attack to be made, and of the zeal and good conduct displayed by Lieutenant Hamley, &c.

"*H. M. S. Havannah, Adriatic, Jan.* 10*th*, 1813.

"Sir,—In reporting the capture of the enemy's gun-boat No. 8, of one long 24-pounder and 35 men, commanded by Mons. J. Floreus, enseigne de vaisseau, I must beg leave to call your attention to the great skill and gallantry with which this service was executed by the first lieutenant, (William Hamley), who, with only a division of this ship's boats, at two o'clock in the afternoon of the 6th instant, attacked and carried the above vessel, far superior to them in force, prepared in every respect, and supported by musketry from the shore, where she was made fast; our boats not having any expectation of meeting any armed vessel, till upon opening the creek where she lay, they were fired upon, and desired by the troops on shore to surrender. I have to lament the loss of a very fine young man, Mr. Edward Percival, master's-mate, killed, and two seamen wounded. Three merchant vessels were also taken. I have the honour to be, &c. (Signed) GEO. CADOGAN."

"*To Captain C. Rowley, H. M. S. Eagle.*"

On the 7th of the following month, the boats and marines of the Havannah, under the command of Lieutenant Hamley, captured and destroyed four Franco-Venetian gun-vessels, twenty-one transports laden with ordnance stores, and a

seven gun battery, on the coast of Manfredonia. This service was performed without the loss of a man; and is thus noticed by Captain Cadogan, in a letter addressed to the Admiralty:

"I have detailed to Charles Rowley, Esq., captain of H. M. ship Eagle, the circumstances of an affair, in which the boats of this ship, under the command of my first lieutenant (William Hamley), had, in my opinion particularly distinguished themselves."

And, in continuation, Captain Cadogan says:

"It is not a month ago, that this officer, in a manner that commanded my admiration, captured an enemy's gun-vessel and convoy, of far superior force, under the most disadvantageous circumstances on his side; and when I add an achievement of a similar nature performed by him upon a battery on the coast of France, all within the space of eighteen months, their lordships will not, I trust, be surprised at my submitting his services to their consideration, in hopes that they may establish his claim to the reward every officer aspires to,—promotion. If any testimony of mine can strengthen his pretensions in their lordships' minds, he is justly entitled thereto; his conduct during near six years' servitude with me, as lieutenant, having fully entitled him to my entire approbation, as an able, spirited, and excellent officer."

(Signed) "GEO. CADOGAN."

"*H. M. S. Havannah, off Ortona, March 27th*, 1813.

"Sir,—I have the honor to inform you, that, in executing your orders of the 10th instant, the boats of this ship have been twice successfully employed against the enemy's trade; once on the morning of the 22d inst. in the capture of a large trabacolo of three 9-pounders and small arms, and the destruction by fire of a similar vessel, laden with oil, under the town of Vasto; and again yesterday morning, in the capture of five armed trabacolos, and five feluccas laden with salt, near the town of Fortore. In both instances, the vessels being hauled aground, completely dismantled, and under the protection of a strong body of military on the beach, besides the guns of the latter vessels, which had been landed, I ordered my boats to land wide of the spot, and force their position; this was immediately effected (under a strong opposition) by Lieutenant Hamley, first of this ship; and the marines, under Lieutenant William Hockley, were very judiciously posted, whilst the vessels were equipped and got afloat by the exertions of the officers and men, with a celerity that reflects the highest credit on their characters. At Vasto, the French officer who headed the troops was killed. At Fortore, the enemy left one man slain. I am happy to say, we have only two men very slightly wounded. I have the honor to be, &c.

(Signed) "GEO. CADOGAN."

"*To Rear-Admiral Fremantle.*"

"*H. M. S. Havannah, at sea, June 29th,* 1813.

"Sir,—I have the honor to report the capture of an armed convoy of the enemy's, consisting of ten sail (laden with oil) under the town of Vasto, on the morning of the 27th instant, by the boats of this ship, commanded by my first lieutenant, William Hamley.

"The enemy being apprised of our approach the preceding day, had assembled in force, and taken every possible precaution to prevent our getting their vessels off; but having landed to the right, and forced them from their guns, eight in number, we remained masters of the spot the whole day, until the vessels were rigged and got afloat. This little service has been performed with the spirit ever manifest in Lieutenant Hamley, my officers, and ship's company generally; and with only three men slightly wounded, while the enemy acknowledged six killed and seven wounded. I have the honor to be, &c.

(Signed) "GEO. CADOGAN."

"*To Rear-Admiral Fremantle.*"

On this occasion, Lieutenant Hamley was most gallantly supported by the present Captain George Gosling.

On the morning of the 18th July, 1813, the Havannah, with the Partridge sloop in company, captured and destroyed two Neapolitan gun-boats, each mounting a long 18-pounder; one pinnace, armed with a 6-pounder; and four trabacolos laden with salt, each mounting three guns; lying under a martello tower, on the N. W. coast of Manfredonia. For these and other services, in the Adriatic, Lieutenant Hamley was presented with an Austrian gold medal.

Since the publication of our memoir of Captain Cadogan's services, we have been favoured with the following authentic account of the siege of Zara; by the reduction of which important fortress the allies obtained complete possession of Dalmatia.

"At the time Rear-Admiral Fremantle, with all his squadron, was attacking Trieste,* the Havannah and Weazle (sloop) were sent to blockade Zara, for the purpose of preventing supplies from being thrown into that fortress. On their arrival off Zara, however, they found that the place contained an abundance of provisions and stores of every description; and that, consequently, it would have been a work of some time to starve the enemy out. Captain Cadogan, therefore, determined upon attacking it.

"Zara is a regular and very strong fortification. It had no less than 110 pieces of brass cannon, 7 large mortars, and 11 howitzers mounted;

* See Vol. III., Part I., p. 214.

twelve or thirteen gun-boats were moored under the walls, each carrying a long 24-pounder and one smaller gun; its garrison consisted of 2000 veteran troops, commanded by Baron Roisé, an experienced French general.

"Preparations were soon made for landing seventeen of the Havannah's guns, viz., eight long 18-pounders, seven long 12's, and two 32-pounder carronades; a sledge was constructed on board for the purpose of transporting them from the beach to the spot chosen for the batteries, which was within a short distance of the enemy's works; three mud batteries were thrown up, and the guns taken to them, with ammunition, shot, &c. The country was extremely bad for transporting cannon, with such means as we possessed: we had to drag them across swamps, ditches, &c., a distance of three miles; and were obliged to perform this service by night, to avoid being discovered. Every thing being ready, the command of the batteries was given to Lieutenant Hamley, whose whole force consisted of only sixty men: the officers under his orders were, Lieutenant Michael Quin, of the Weazle; Lieutenant Hockley, R. M.; and Messrs. Stewart and Hamilton, master's-mates of the Havannah.

"On the 23d November, 1813, the union-jack was hoisted on each battery, the mask thrown off, and our fire opened; which was quickly returned by the enemy. Our works were much cut up at first, and we were obliged to be constantly filling up the breaches with sand-bags; the gun-boats proving very mischievous, one long 18-pounder and the carronades were directed on them, and in half an hour not one remained afloat; many of their crews, in attempting to get into the fortress, were killed by our fire. An incessant cannonade was kept up on both sides for thirteen days and nights, when at length, on the 6th December, the enemy sent out a flag of truce, and surrendered by capitulation. At this moment we had but one round of shot left.

"During the siege it rained almost incessantly, and we were never once under shelter: frequently in the mornings the water was over the trucks of the guns. The only assistance we received was from two howitzers worked by Austrians.

"After taking possession of the fortress, we weighed all the gun-boats, and loaded a large ship, in the harbour, with different military stores, intending to take the whole to Trieste; but, when under weigh with our prizes, an order arrived to give them up to the Austrian general; and, although the value of the guns, stores, and vessels, was estimated at 300,000*l.* sterling, we have never yet received one farthing as compensation for our services."

Captain Cadogan's detailed account of the operations against Zara, addressed to Rear-Admiral Fremantle, was never published, owing to the great length of time that

elapsed before it reached England. It contains the following passage:

"The batteries were commanded by Lieutenant Hamley, first of this ship, whose gallant conduct, and able direction of them, claim my warmest admiration, and add another to the three occasions I have already had to call your attention to his services, since I have had the honor to serve under your command."

Previous to his quitting the Adriatic, Lieutenant Hamley received a very handsome letter from the Emperor of Austria. He returned home first lieutenant of the Milford 74, and, on his arrival in England, found himself promoted to the rank of commander, by commission dated June 15th, 1814. In the following year, he obtained the royal licence and authority "to accept and wear the insignia of the order of Leopold, with which the emperor had been pleased to honor him, as a testimony of the high sense which his Imperial Majesty entertained of the services rendered by him at the siege of Zara."

In April, 1823, Commander Hamley was appointed to the Pelorus sloop, fitting out at Plymouth for the Irish station, where he continued upwards of three years. During this period he captured a greater number of smuggling vessels than any other cruiser.

On the 30th October, 1823, while on a cruise off Cape Clear, in the morning a gale commenced, with thick drizzling rain; and at night had increased to a perfect storm, with a very heavy sea running. Every thing was made snug, and the Pelorus hove-to under a storm-fore-staysail and trysail. At midnight, finding her behave remarkably well, Commander Hamley went below, and threw himself on his sofa, but had not been there many minutes before he heard a dreadful crash; and on gaining the deck, found that a large ship, scudding under her foresail, had run on board, but was then out of sight. The weather was so thick that this ship had not been seen until close to the Pelorus; and although every attempt was made by the officer of the watch and look-out men to apprize her of the situation of H. M. sloop, it was without effect; she struck her forward, carried away the

cutwater and bowsprit, passed on, and in a moment was out of sight. Every one on board thought the bows were stove in, and that the Pelorus would immediately go down; but on sounding the well, it was found that she made no water. The foremast fell in board almost instantly afterwards, and the vessel was left a complete wreck, in as dreadful a night as any person ever witnessed. The bowsprit was hanging under the bows, by the bobstays, and thumping so hard that all were in momentary dread of its coming through the bottom. It was a case of such imminent peril, that Commander Hamley did not feel justified in ordering any one over the bows to attempt cutting the bowsprit away; but the captain of the forecastle, Thomas Wilson, nobly volunteered his services, and after having been lowered down and pulled up, as the vessel rose and dipped, for a quarter of an hour, during which he was repeatedly under water, the fine fellow at length succeeded in cutting it away. The wreck of the foremast was then cleared, and as soon as the gale moderated, a jury-mast and bowsprit were rigged, and sail made for Plymouth. It is rather a singular circumstance, that, although the foremast fell in board, and such a heavy sea was running, not a man was hurt. Had the strange ship struck the Pelorus but a few inches further aft, she must inevitably have gone to the bottom: the whole of the bolts that secured the cutwater to the stem were clean drawn.

The Pelorus was paid off, at Plymouth, in July, 1826. During the last two years that she remained in commission, Commander Hamley was the senior officer of his rank on the Irish station, where he seized, at various times, no less than sixty-two thousand weight of tobacco. All the others were promoted on paying off their sloops; but he has not yet been able to obtain another step. In 1827, he received a letter from Captain Cadogan, of which the following is a copy:—

"My dear Sir,—As I conceive a testimony of this nature may, perhaps, give strength to the claims you are about to lay before H. R. H. the Lord High Admiral, I trust I need not say, with how much readiness and pleasure I perform an office which might in any way contribute to the advance-

ment of an officer, of whose character and services, while under my command, I shall ever entertain so high an opinion. I have read your memorial with attention, and can safely say, that that part of it which relates to your services, both in the Crocodile and the Havannah, are any thing but exaggerated; and that you are amply entitled to any reward the services therein alluded to may be deemed to merit. I can only add, that you are welcome to make any use you please of this letter, and that, had I been sooner apprised of your situation and views, I would not have hesitated to have humbly called H. R. Highness's attention personally to your claims, in an audience with which I was honored but a few days since. With every wish for your welfare and success, I remain, my dear Sir, your's always faithfully, (Signed) "GEORGE CADOGAN."

In the memorial alluded to by Captain Cadogan, we find the subject of this memoir informing the Lord High Admiral, that he commanded the boats of the Havannah in ten different attacks on the enemy's batteries, gun-boats, and other armed vessels, in all of which he was successful; that on these several occasions, 100 pieces of cannon, and above 100 sail of vessels, were taken and destroyed; that he had been gazetted six different times for service, and also that he had been wounded in action with the enemy.

On the 10th of June, 1830, Commander Hamley was appointed to the Wolf 18, in which sloop he is now employed on the East India station.

This officer married Barbara, eldest daughter of Charles Ogilvy, of Lerwick, Shetland, Esq. by whom he has several children. His youngest brother, Wymond Hamley, is a lieutenant in the royal navy.

THOMAS BURY, Esq.

WAS made a Lieutenant on the 12th of Mar. 1807, and Commander, June 15th, 1814. He died at Rivoli, in Italy, in the spring of 1831.

RICHARD MOORMAN, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and Merit.

THIS officer was a midshipman on board the Donegal 74,

Captain (now Sir Pulteney) Malcolm, in Sir John T. Duckworth's action, near St. Domingo, Feb. 6th, 1806. He obtained the rank of lieutenant in April, 1807; and was wounded while serving as first of the Termagant sloop, Captain H. E. P. Sturt, employed in the defence of Sicily. On the 22nd July, 1812, he commanded the boats of that sloop, at the capture of the French privateer Intrepide, of three guns and forty men, near Malaga. On the 24th Feb. 1813, a pension, since increased to 150*l.* per annum, was granted him for his wounds. On the 4th Mar. following, he received the royal license and permission to accept and wear the insignia of a K. F. M. (3rd class), which His Majesty Ferdinand IV. had been pleased to confer upon him, "as a testimony of the high sense entertained by the said King of the great courage and intrepidity displayed by him, in several attacks against the enemy, near Messina." On the 15th June, 1814, he was promoted to the rank of commander.

HOOD KNIGHT, Esq.

Second son of the late Admiral Sir John Knight, K.C.B., and brother to the present Captain George W. H. Knight, R. N., inspector-general of the coast-guard.

This officer was a midshipman of the Marlborough 74, Captain Thomas Sotheby, when that ship foundered in Quiberon bay, Nov. 4th or 5th, 1800*. He was made a lieutenant into the Comus 22, Captain Conway Shipley, May 27th, 1807; and, after distinguishing himself on various occasions †, promoted to the rank of commander, June 15th, 1814. He married, July 30th, 1815, the only daughter of the late Admiral Keppel; and died at Paris, Oct. 31st, 1823.

* See Vol. I. Part. I. p. 323.
† See Suppl., Part III. p. 279-282.

ALEXANDER FRANCIS ELPHINSTONE, Esq.

Only son of the late Samuel William Elphinstone, Esq. a captain in the Russian navy, by Catherine, daughter of Admiral Kruse; and grandson of Captain John Elphinstone, R. N., Lieutenant-General, Vice-Admiral, and commander-in chief of the Russian fleet, in 1769.

This officer was made a lieutenant on the 9th June, 1807; and promoted from the Caledonia 120 (bearing the flag of Lord Exmouth, on the Mediterranean station) to his present rank, June 15th, 1814.

GEORGE PENRUDDOCKE, Esq.

Obtained the rank of lieutenant in July, 1807; and distinguished himself on many occasions, while serving as first of the Pilot sloop, Captain John Toup Nicolas, on the Mediterranean station*; was appointed to the Fame 74, Captain Walter Bathurst, in June 1811; and promoted from that ship to the rank of commander, June 15th, 1814.

FRANCIS DUVAL, Esq.

Was made a lieutenant into the Unité frigate, Captain Patrick Campbell, on the Mediterranean station, Nov. 26th, 1807. Shortly afterwards, he was placed in charge of a prize, which, after encountering a series of bad weather, foundered about twenty miles N. E. of Manopoli, in the Adriatic. Having reached that place in a small boat, he was made prisoner, sent to Naples, and there confined, for a considerable time, in the castle of Carmine. His promotion to the rank of commander took place June 15th, 1814

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* See Supp. Part. IV. p. 56, *et seq.*

JAMES SIBBALD, Esq.

Passed his examination, and obtained a commission, in Dec. 1807. During the remainder of the war he served as lieutenant of the Dryad frigate, Captain Edward Galwey*. He was promoted to the rank of commander on the 15th June, 1814.

JOHN HENRY RHODES, Esq.

Was made a lieutenant on the 11th Feb. 1808. During the latter part of the war with France, he served as first of the Impregnable 98, bearing the flag of Admiral William Young, on the North Sea station. He obtained the rank of commander, June 15th, 1814; and married, Sept. 23d, 1817, Miss Barbara Clay, of Rhyllow House, near St. Asaph.

CHARLES COWPER BENETT, Esq.

Passed his examination, and was made a lieutenant, in April, 1808. During the latter part of the war he served as second of the Impregnable 98, bearing the flag of Admiral William Young, on the North Sea station. He obtained the rank of commander on the 15th June, 1814.

This officer married, in 1810, Sarah, eldest daughter of the late William Burlton, Esq. of Baverstock House, co. Wilts.

PASCOE DUNN, Esq.

Obtained the rank of lieutenant in Jan. 1809; and was wounded while serving in the boats of the Tuscan sloop, Captain John Wilson, at the capture and destruction of a French convoy, in the bay of Rosas, Nov. 1st, following †. He was granted a pension on the 4th Aug. 1813; and made a commander, June 15th, 1814.

This officer married, Sept. 29th, 1813, Hester, daughter of John Maxwell, Esq. apothecary to the forces at Gibraltar; and died at Devonport, May 28th, 1826.

* See vol. II. Part. II, p. 654. † See Suppl. Part. III. p. 160.

RICHARD CROKER, Esq.

Entered the navy, as midshipman, on board the Galatea frigate, Captain George Byng (afterwards Viscount Torrington). He obtained the rank of lieutenant in Jan. 1809; a commander's commission on the 15th June, 1814; and a pension for wounds, Dec. 19th following.

PETER M'QUHAE, Esq.

Passed his examination, and obtained a commission, in Oct. 1809. He was appointed to the Pyramus frigate, Jan. 26th, 1810; and promoted to the rank of commander, June 15th, 1814. This officer married, Oct. 19th, 1831, Caroline, relict of S. Bloss Copping, of Harleston, co. Norfolk, Esq.

HENRY BAKER (*b*), Esq.

Was made a lieutenant on the 31st Oct. 1809; appointed to the Ethalion frigate, Captain Edmund Heywood, Nov. 2d, 1810; and promoted from that ship, to the rank of commander, June 15th, 1814. He married, June 4th, 1830, Henrietta Margaret, relict of Lieutenant-Colonel Digby.

EDMUND TURBERVILLE, Esq.

Is the son of a clergyman. He served as midshipman under Rear-Admiral the Hon. Michael De Courcy, in the Tonnant and Foudroyant, 80-gun ships, and was promoted from the latter into the Hyacinth sloop, at Brazil, Aug. 15th, 1810. His next appointment was, Sept. 10th, 1812, to the Mulgrave 74, Captain T. J. Maling, in which ship he continued until advanced to the rank of commander, June 15th, 1814. Some time previous to this he jumped overboard and saved a man, who had fallen from the forecastle of the Mul-

grave, while she was working out of St. Helen's, with a strong breeze from the southward. This officer married, June 3d, 1819, the only daughter of John Westear, of Creslow, co. Bucks, Esq.

JAMES HUGGINS, Esq.

Was made a lieutenant into the Rover sloop, Sept. 27th, 1810; appointed to the Majestic 58, Captain John Hayes, Mar. 8th, 1813; promoted to the rank of commander, June 15th, 1814; and granted a pension of £150 per annum, for wounds, May 28th, 1816.

ARCHIBALD BUCHANAN, Esq.

We first find this officer acting as lieutenant, and commanding the (late Dutch) brig Mandarin, employed in conveying specie and provisions from Madras to Amboyna. In that vessel he witnessed the capture of Banda-Neira, by the squadron under Captain (now Sir Christopher) Cole, Aug. 9th, 1810 *. He obtained the rank of commander, June 15th, 1814; and died at Pisa, in Italy, Dec. 26th, 1822.

JAMES STIRLING (*b*), Esq.

Is a son of John Stirling, of Kippendavie, Perthshire, Esq. by his wife, Mary Graham, of Airth, in Stirlingshire.

This officer entered the royal navy in 1804, as midshipman on board the San Josef, first rate, bearing the flag of Sir Charles Cotton; and subsequently served in the Leonidas frigate, Captain Anselm John Griffiths, on the Mediterranean station. In 1810, he rejoined the former ship; and on the 20th May, 1811, was appointed lieutenant of the Leviathan 74, Captain Patrick Campbell. Early in the following year,

* See Vol. II. Part II. pp. 505—513.

he exchanged into the Blossom sloop, Captain William Stewart; and soon afterwards assisted at the capture of le Jean Bart, French schooner privateer, of seven guns and 106 men, near Majorca.

On the 29th April, 1812, the boats of the Blossom, in company with those of the Undaunted and Volontaire frigates, attacked a French convoy, near the mouth of the Rhone, brought out seven vessels, burnt twelve, including a national schooner of four guns and 74 men, and left two stranded on the beach. A boat of the Blossom, commanded by Lieut. Stirling, also captured and blew up two towers in the bay of St. Mary's.

The subject of this sketch was next appointed to the Malta 80, bearing the flag of Rear Admiral Hallowell, (now Sir Benjamin H. Carew,) in which ship he was serving when made a commander, June 15th, 1814. During the usurpation of Napoleon, in 1815, he commissioned the Ferret sloop; and received the thanks of the commander-in-chief, at Plymouth, and of the Board of Admiralty, for the rapidity with which she was manned and equipped. The following is an extract of a letter addressed to him, by Captain (now Sir Charles) Malcolm, subsequent to the capture of two French national vessels, and five sail of merchantmen, in the harbour of Courgiou.

"When I informed Lord Keith of my having detained the Ferret for the attack upon Courgiou, I endeavoured all I could, to impress him with a just sense of your conduct. I mentioned your personal exertions the night before the attack, after the Ferret was anchored, in going off to the Sea Lark to pilot her in. I told him that, during the attack, your conduct was the admiration of all; that it was your good fortune to command a vessel of light draught of water, and that the advantage you took of that circumstance, to run in in the fine style you did, between the rocks and the main into the mouth of the harbour, at once decided our success, and prevented the escape of the man-of-war brig, which you forced to run on shore. Believe me very faithfully yours,

(Signed) "CHARLES MALCOLM."

In the performance of this service, the Ferret lost only one man. She afterwards formed part of Napoleon's escort to

St. Helena; and on her return from thence, with only eight 12-pounder carronades mounted, captured, after a running fight of two hours, the brigantine Dolores (having on board nearly 300 slaves) armed with one long 32-pounder on a pivot, four long 9-pounders, and two 12-pounder carronades. On this occasion, she suffered severely from the slaver's fire, and sustained a loss of three men killed and two wounded.

Commander Stirling married, July 6th, 1820, Mary, daughter of Day Hort Macdowall, of Castlesemple, Renfrewshire, Esq.

FRANCIS LE HUNTE, Esq.

Passed his examination for lieutenant in July, 1809; and subsequently served in the Milford 74, bearing the flag of Rear-Admiral Fremantle, on the Mediterranean station. In Feb. 1813, he commanded a division of the Sicilian flotilla, under the orders of Brigadier (afterwards Sir Robert) Hall, and behaved with distinguished bravery at the storming of some batteries on the coast of Calabria, a service thus officially reported to Lieutenant-General Lord William Bentinck:

"*Messina, Feb. 16th,* 1813.

"My Lord,—I have the honour to inform your lordship, that since the attack of the 21st July, the enemy had thrown up new works at Pietra Nera, and felt such confidence in their protection, that a convoy of fifty sail of armed vessels had assembled within a few days past, to transport to Naples timber and other government property. Conceiving it necessary to destroy this confidence, and having gained your lordship's sanction, I proceeded on the night of the 14th, with two divisions of the flotilla, and four companies of the 95th regiment, under the command of Major Stewart. Light and contrary winds prevented the boats arriving until nearly daylight, when about 150 men, with an auxiliary party of seamen, under the command of Lieutenant Le Hunte, were landed; and Major Stewart, without waiting the arrival of the rest, pushed up immediately to the height, which we had previously concerted to occupy, and which a complete battalion, with two troops of cavalry, and two pieces of artillery, were prepared to dispute. Aware of the enemy having cavalry, I landed a detachment of the rocket corps, under the direction of Corporal Barenbach, the fire of which threw them into confusion, and facilitated the approach of

our troops, who charged the height in a most determined way. The enemy, however, did not abandon it until the colonel-commandant, Roche, and most of his officers, were killed or made prisoners, and the height was literally covered with their dead. The division of the flotilla under Captain Imbert had now commenced a most destructive cannonade on the batteries, which held out with such obstinacy, that I was obliged to order them to be successively stormed. This service was performed by Lieutenant Le Hunte, with a party of seamen, in a very gallant style. At eight o'clock every thing was in our possession, the most valuable of the enemy's vessels and timber launched, and the rest on fire. Upwards of 150 of the enemy killed and wounded, and 163 prisoners, among whom are the colonel of the regiment, three captains of infantry, two captains of cavalry, and one captain of artillery, with his two guns, six-pounders, afford the best proofs of the manner in which both services did their work : very few of the enemy's cavalry escaped.

" The determined manner in which Major Stewart led his men, to the attack of the enemy's position, did him infinite honour, and the army will share my regret at the loss of this brave officer, who fell by a musket shot, while with me pushing off from the shore, after the troops were re-embarked. Lieutenant Campbell, of the 75th, who commanded the advance, was particularly and generally noticed: I cannot sufficiently express my admiration of the very exemplary conduct of Lieutenant Le Hunte, who was the observation of sailors and soldiers. * * * * * I have the honor to annex a list of our killed and wounded on this occasion, which your lordship will observe is very trifling, compared with the enormous loss of the enemy.

(Signed) " R. Hall, Capt. and Brig."

The loss sustained by the flotilla amounted to no more than two men slain and seven wounded.

Lieutenant Le Hunte was afterwards sent with a division of gun-boats to guard the island of Ponza. In March and April, 1814, he was attached to the expedition against Genoa and its dependencies ; and particularly distinguished himself by his gallant and able conduct at the reduction of the enemy's forts in the Gulf of Spezzia.* His promotion to the rank of commander took place on the 15th June following. During the short war in 1815, he was selected to serve in the river Scheldt, with a brigade of seamen, under the orders of Captain Charles Napier ; and after the final overthrow of Napo-

* See Vol. II., Part I., p. 429.

leon Buonaparte, we find him, for a short time, commanding the Erebus sloop, of 16 guns.

ROSE HENRY FULLER, Esq.

Youngest son of the late John Trayton Fuller, of Brightling, co. Sussex, Esq., by Anne, daughter of the first Baron Heathfield, and a collateral descendant of the renowned Sir Francis Drake.

This officer obtained his first commission on the 21st March, 1812, and was severely wounded, while serving as lieutenant of the Swiftsure 74, Captain Edward Stirling Dickson, at the capture, by boarding, of le Charlemagne French privateer schooner, of 8 guns and 93 men, near Corsica, Nov. 26th, 1813. He was promoted to his present rank on the 15th June, 1814; and granted a pension, the present amount of which is 150*l.* per annum, Feb. 28th, 1815.

Commander Fuller married, Nov. 28th, 1831, Margaretta Jane, second daughter of the late Rev. Sir Robert Sheffield, Bart. His eldest brother was created a baronet in July, 1821.*

JAMES TOWNSEND, Esq.

Was made a lieutenant on the 19th Dec. 1800; and promoted to the rank of commander, while serving as first of the Queen 74, Captain Lord Colville, June 27th, 1814. He married about the close of the same year, the eldest daughter of the Rev. T. Biddulph, of Ledbury, co. Hereford, late vicar of Padstow, in Cornwall.

THOMAS WILLIAMS, Esq.

Was made a lieutenant on the 25th Dec. 1800; and promoted, while serving as first of the Ville de Paris 110, Cap-

* See Vol. III., Part II., p. 39.

tain Charles Jones, to the command of the Derwent sloop, June 27th, 1814.

JOHN BERNEY, Esq.

Second son of the late Sir John Berney, Bart., by Henrietta, daughter of George, first Earl of Abergavenny.

This officer was born in 1782. He served as midshipman on board the Arrogant 74, in the East Indies, from whence he returned home acting lieutenant of la Sybille frigate, Captain Charles Adam, in April, 1803. His first commission bears date July 27th following. We next find him in the Invincible 74, Captain Ross Donnelly; and lastly in the Royal Sovereign yacht, acting Captain Sir John P. Beresford. He obtained the rank of commander June 27th, 1814.

HENRY MASTERMAN MARSHALL, Esq.

Is a son of the late Rev. —— Marshall, of Saltash, co. Cornwall; and nephew to the late superannuated Rear-Admiral Thomas Gaberion. His grandfather, Mr. Masterman, was many years a purser and secretary in the navy.

This officer was born at St. Stephen's, near Saltash. He first went to sea about the close of 1794; and was a midshipman on board the Swiftsure 74, Captain Benjamin Hallowell, (now Sir B. H. Carew) at the memorable battle of the Nile; previous to which he had distinguished himself on various occasions of boat-service, before Cadiz, and thereby attracted the attention of Earl St. Vincent, by whom he was led to expect a commission as soon as qualified for promotion. He was afterwards very actively employed in boats on the coasts of Egypt and Italy; and had the honor of serving as aid-de-camp to his gallant captain at the sieges of St. Elmo and Gaieta, in June and July, 1799.* He also assisted at the capture of two Spanish frigates, laden with quicksilver, and

* See Vol. I., Part II., p. 475, *et seq.*

twelve valuable merchant vessels, by a small squadron under Rear-Admiral Duckworth, in April, 1800.*

We next find Mr. Marshall in the Kent 74, bearing the flag of Sir Richard Bickerton. He appears to have been present at the landing of the British army under Sir Ralph Abercromby, in Aboukir bay, March 8th, 1801; and likewise in the actions of the 13th and 21st of the same month. He afterwards piloted a number of frigates, brigs, and smaller vessels into the western harbour of Alexandria; and for his services during that celebrated campaign was presented with the superior Turkish gold medal. On the removal of Sir Richard Bickerton's flag into the Madras 54, he was appointed acting lieutenant of that ship, but did not succeed in getting confirmed until Aug. 30th, 1803. He subsequently served in the Gibraltar 80, Captain William Hancock Kelly; the Dreadnought 98, to which ship he was appointed at the particular request of Admiral Sir John Colpoys; and the Hind 28, Captain Francis William Fane; the latter ship employed in almost every European part of the Mediterranean, from Gibraltar to the Dardanelles; and also on the coast of Egypt, during the occupation of Alexandria, by the military and naval forces under Major-General Fraser and Captain Hallowell.† On one occasion, when returning from Majorca, to which island he had been sent in a small felucca, for the purpose of effecting an exchange of prisoners, he, with only four foreigners as a boat's crew, pursued and captured a large Spanish xebec, full of refugees, proceeding from Tarragona to Palma. On another occasion, while cruising in the Archipelago, the Hind's jolly-boat unarmed, under his command, boarded and made prize of a Turkish brig, of four guns, having on board the governor of Candia and his body guard, armed as usual with sabres, pistols, muskets, and dirks.

Lieutenant Marshall was the senior officer of his rank employed at the evacuation of Scylla, where he again displayed

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* See Vol. I., Part II., p. 478.

† See *id.*, p. 482.

great coolness and bravery. After the retreat of the British forces from Egypt, he was despatched to Cyprus, in order to prevent further supplies being forwarded from thence to Alexandria; and, notwithstanding the vigilance of the Turkish authorities, he fully accomplished the object of his mission.

In 1809, Lieutenant Marshall, being afflicted with ophthalmia, and in ill health, was obliged to return to England, and induced to accept the command of the Veteran prison-ship, stationed in Portchester Lake. From thence he was removed, at the request of Sir Richard Bickerton, about Dec. 1811, into the Royal William, bearing that officer's flag, at Spithead. On the 27th July, 1813, he was appointed first lieutenant of the Prince, which ship had been selected to take the place of the "Old Billy;" and on the 27th June, 1814, the Lords of the Admiralty, then in attendance upon the allied sovereigns at Portsmouth, were pleased to sign a commission promoting him to the rank of commander.

The subject of this sketch married, in 1805, Ann, niece of Captain James Ferguson, who died lieutenant-governor of the Royal Hospital, Greenwich, Feb. 14th, 1793; and by that lady has had a very numerous family. One of his brothers quitted the naval service, after obtaining a lieutenant's commission.

FRANCIS BAKER, Esq.

Second son of the late Captain Benjamin Baker, by Amelia, a daughter of Sir Francis Bernard, Bart., governor of New Jersey in 1758, and of Massachusets Bay from 1760 until 1770.

This officer was made a lieutenant on the 1st Feb. 1804; and promoted to the command of the Belle Poule troop-ship, while serving as first of the Rodney 74, Captain Charles Inglis, June 27th, 1814. He died in the beginning of 1824.

HENRY PARKER, Esq.

Passed his examination in Nov. 1807; obtained a lieutenant's commission on the 28th April, 1808; and afterwards

served under the flag of Sir John B. Warren, in the Swiftsure 74, on the Halifax station. He was made a commander on the 27th June, 1814.

This officer married, April 10th, 1822, Lady Frances Theophila Anne Hastings, eldest daughter of Hans Francis, eleventh Earl of Huntingdon.

WILLIAM HENRY NARES, Esq.

Passed his examination in Aug. 1808; obtained the rank of lieutenant on the 17th April, 1809; and subsequently served in the Roman sloop, Captain Samuel Fowell, Apollo 38, Captain Bridges W. Taylor, and Havannah 36, Captain Gawen William Hamilton, on the Mediterranean station, where he distinguished himself on many occasions, particularly at the capture of three Franco-Italian gun-vessels, near the island of Fano, in the Adriatic, May 28th, 1813,* and in a subsequent affair thus officially reported:

"*H. M. S. Apollo, off Corfu, June 15th,* 1813.

"Sir,—At daylight last Thursday morning, being off the north end of Corfu, and suspecting four vessels to be bound there from Barletta, with grain, but prevented getting in by the position of the Apollo, I, previous to hauling out to examine them, detached our barge, launch, first gig, and jolly-boat, under Lieutenant William Henry Nares, Lieutenant Colin Campbell, R.M., and Messrs. Hutchinson, Lancaster, and Brand, midshipmen, to watch them at the south end.

"They were, as I had anticipated, met going in. One ran on shore under Cape Bianco, and was scuttled; the others would have been captured had the attention of the barge, gig, and jolly-boat not been drawn off by a French gun-vessel, which they took after some resistance. She mounted two long guns, a twelve and a six-pounder. Nine of the enemy were badly wounded, among whom was the commander and a captain of engineers. Mons. Baudrand, colonel and chief of engineers of Corfu, (reported of very great abilities,) was also in her, having been to Parga and Pado to improve the fortifications.

"The launch was despatched to St. Maura with the prize, and the wounded landed at Corfu, under a flag of truce.

"The delay of the latter caused our other boats to remain near Morto,

* See Suppl., Part IV., p. 230.

in Albania, and at daylight the following morning they were attacked by six gun-vessels, a felucca, and a row-boat, all full of troops. Lieutenant Nares, finding they came up fast with a breeze, ran the barge and jolly-boat on shore upon the border of the French territory of Parga; he then, with the few men he had, prevented this great force from landing, until his ammunition was expended.

"The enemy must have suffered much, as he retreated four times from the beach; our loss was only one man, taken from the shore. The boats being destroyed, the enemy only carried off pieces of the wreck. I have the honor to be, &c.

(Signed) "B. W. Taylor."

Mr. Nares was promoted to the command of the Philomel sloop, July 1st, 1814. He married, August 26th, 1820, Elizabeth, daughter of the late John Alexander Dodd, of Redbourn, co. Herts, Esq.

WILLIAM BENJAMIN SUCKLING, Esq.

Son of Colonel Suckling, cousin to the immortal Nelson.

This officer passed his examination, and was appointed lieutenant of the Talbot sloop, Captain the Hon. Alex. Jones, in Oct. 1809. He subsequently served in the Milford 74, bearing the flag of Rear-Admiral (now Sir Richard G.) Keats, employed in the defence of Cadiz; and Unité frigate, Captain Edwin H. Chamberlayne, on the Mediterranean station. In the beginning of July, 1814, he was promoted to the command of the Merope sloop; and on the 19th Feb. 1822, appointed to the Racehorse, of 18 guns, which vessel he lost in Douglas Bay, Isle of Man, in the month of Nov. following. His last appointment was, March 15th, 1828, to the Medina 20, fitting out for the African station, from whence he returned home, invalided, in the spring of 1829.

SAMUEL HOSKINS, Esq.

Passed his examination in Sept. 1809; obtained the rank of lieutenant on the 4th April, 1810; and was made a commander, July 4th, 1814. He married, in 1820, Mary Anne, youngest daughter of the late commander Daniel Folliott.

GEORGE LUKE (*b*), Esq.

Served twenty years under the command of Captain (now Sir Philip C. H.) Durham, by whom, in a letter to the Admiralty, reporting the capture of l'Alcmene French frigate, Jan. 16th, 1814, he is described as a very deserving officer. His first commission bears date Nov. 16th, 1801; and his promotion to the rank of commander took place July 8th, 1814. On the day previous thereto, being then acting in the Heron sloop, he captured an American letter of marque, the Mary, of 5 guns and 32 men.

EDWARD BOYS (*a*), Esq.

We first find this officer serving as master's mate on board the Royal Sovereign 100, bearing the flag of Sir Henry Harvey, K. B. from which ship he was paid off in the spring of 1802. In June following, he joined the Phœbe frigate, Captain the Hon. Thomas Bladen Capel, fitting out for the Mediterranean station.

Shortly after the renewal of hostilities, in 1803, the Phœbe was ordered off Toulon, to watch the enemy's fleet in that port. On her way thither, when off Civita Vecchia, two French privateers were seen from the mast-head, and, it being then a dead calm, her boats, one of which was commanded by Mr. Boys, were despatched in chase, under the orders of Lieutenant Perkins. After five hours' rowing, about 10 P. M., they came up with one of the enemy's vessels; but, from an unfortunate medley of disastrous circumstances, were twice repulsed, with the loss of eight men killed and wounded.

On the 1st of the following month, Mr. Boys commanded a boat, under the orders of Lieutenant Tickell, at the capture of two settees, laden with fruit and sundry merchandize, close to the land near Cape Sicie. On rejoining the Phœbe, he was placed in charge of one of these prizes, with orders to proceed, as soon as her sails could be put in order, to Lord Nelson, then on the coast of Catalonia, and from thence to

Malta. Unfortunately, however, it was otherwise ordained; for on the 4th both settees were retaken by a French squadron, from which the Phœbe herself with difficulty escaped. On the same day H. M. schooner Redbridge and a transport under her convoy also fell into the hands of the enemy.

After performing quarantine in Toulon roads, Mr. Boys, Messrs Murray and Whitehurst, midshipmen, Mr. Danderson, master of the transport, and ninety men, were landed about two miles to the westward of the town, and from thence escorted by a guard of infantry, through Aix, Tarascon, Beaucaire, Nismes, Montpellier, Beziers, Narbonne, Carcassone, Castelnaudary, and Ville Franche, to Toulouse. In this once noble capital they remained, on parole, from Sept. 12th, until Dec. 2d, and then set out for Verdun, in company with a lieutenant and six midshipmen, who had been taken in the Redbridge. During this latter journey, they passed through Auch, Beaumont, Montauban, Cahors, Gourdon, Martel, Brive, Uzerches, Limoges, Argentan, Chateauroux, Orleans, Pethivier, Melun, Belleville, Troyes, Chalons (on the Marne), and St. Menehould. The following are extracts from a "Narrative of his captivity and adventures in France and Flanders," published by the subject of this memoir, in 1827.

"Upon being escorted to the citadel, certain regulations as the conditions of my parole, were given to me for perusal. These I signed; permission was then given me to retire into the town, where I took lodgings suitable to my finances. * * * * With respect to the personal treatment of the prisoners at Verdun (setting aside extortion), every candid mind will confess that it was generally apportioned to individual desert; and if occasional acts of oppression occurred, they were exceptions emanating from the petty malice of vulgar minds, unaccustomed to exercise authority, rather than the result of systematic discipline; of which the following fact is an evidence:—

"Four of us were rambling about the country, with a pointer and silken net, catching quails, when the gun was fired (as a signal of some one having deserted). On our return, in passing through the village of Tierville, we were surprised by two gens-d'armes, one of whom instantly dismounted, and seized me, uttering the most blasphemous epithets; he tied my elbows behind me, then slipping a noose round my bare neck, triced me up to the holsters of his saddle, remounted, and returned with his prize to town, exulting in his cowardly triumph, and pouring forth vollies of vulgar abuse,

every now and then tightening the cord, so as to keep me trotting upon the very extremity of the toes, to obtain relief; then again loosening it, as occasional guttural symptoms of strangulation seemed to indicate necessity. Vain would be the attempt to convey an adequate idea of the impotent rage then boiling within me, at the insult offered to my juvenile dignity, whilst a determined haughtiness disdained to betray the slightest indication of submission or complaint. My companions were secured round the middle, with the utmost violence and brutality; thus we were conducted to town, and when delivered over to the proper authorities and interrogated, were released. The next morning I waited on the senior officer, Captain Woodriffe, who, with a promptitude which did honour to his feelings, and indignation worthy of a British officer, immediately represented the fact to General Wirion, (commander-in-chief at Verdun,) who assured him the gens-d'armes should be ordered into solitary confinement.

"In July, 1808, three midshipmen were taken in the very act of violating their parole. This afforded Wirion an opportunity of representing the whole class, (including warrant officers and masters of merchant vessels) as contumacious and refractory: he further assured the minister of war, that nothing but extreme rigour and close confinement could insure the persons of these 'très mauvais sujets,' and that Verdun was inadequate to their security. The result was an order for the whole class to be removed; and on the 7th of August, on going to the afternoon 'appel,' we were arrested, to the number of 142, and sent to the citadel. * * * * * The previous occurrence of similar events, though on a minor scale as to numbers, warned us to prepare for an early departure, but not a word to that effect escaped the commanding officer until late at night. * * * * * At dawn of day, the drum summoned us to muster. We were drawn up in two ranks; one of 73, destined for Valenciennes and Givet, the other of 69, for Sarre Louis and other depôts, to the eastward. The northern expedition being ready, we were placed two by two, upon bundles of straw, in five waggons, and set out, escorted by the greater part of the horse gens-d'armerie of the district, aided by infantry. * * * * My most intimate friend and brother midshipman, Moyses, was of the party, and we had agreed to avail ourselves of the first opportunity to decamp; this, however, appeared almost hopeless. In the evening we arrived at Stenay, having travelled about twenty miles * * * *. Parole had, hitherto, tended to reconcile me to captivity; but being now deprived of that honourable confidence, and feeling my pride wounded, at the oppressive act of punishing the innocent for the guilty, no obstacle could avert my intention of finally executing what I now felt a duty; and it was cheering to find, that, in these feelings, my friend most cordially participated."

Having concocted their scheme as well as they could, Messrs. Boys and Moyses kept watch for an opportunity, but

were always baulked, and on their arrival at Meziers separated; the former being ordered to Valenciennes, the latter to Givet.

Passing through Hirson, Avesnes, Quesnoy, and Landrecy, Mr. Boys and his division arrived at the end of their journey on the 17th Aug., and were conducted with great form to the citadel of Valenciennes, there to take up their abode during the war, with about 1400 men, who occupied the barracks. Between the "très mauvais sujets" and those men, no distinction whatever was to be made, except the permission of walking on the rampart facing the town.

That part of the fortress in which the prisoners were allowed to amuse themselves has two gates; the northern leading to the upper citadel, and the southern to the town: at each was a strong guard. Through the western rampart is a sally port, which leads into an outwork, thence into a garden, forming a triangle of about half an acre, at the extreme point of which the Escant branches off in two streams, the canal passing between the citadel and ravelin.

"Through this sally-port," says our hero, "it was my intention to make an attempt to escape, that appearing the weakest point. I meant to swim across the river, and take my clothes in an umbrella prepared for the occasion. Some few days elapsed before I ventured to communicate my intentions to any one, when I broached the subject to a brother midshipman, named Ricketts, who readily entered into my views, and was willing to assist me in any way, but, from the most honourable motives declined joining. A messmate, named Cadell, also declined; I then sounded several other midshipmen, without success. In this state of suspense, day after day elapsed, till the 4th of September, when I applied to one whose name was Hunter; he approved of my plans, and appeared gratified that I had selected him as a companion. It was agreed that we should start on the 14th, intending, by means of picklocks, to get through the sally-port; and I was the more sanguine, from the circumstance of there being no sentinel at that door. The 14th arrived, every thing wearing a favourable aspect, and the hour of ten was appointed for the attempt; but about 4 P.M., Hunter surprised me, by signifying his determination to postpone it until the spring, as from the season of the year, he foresaw innumerable difficulties, and deemed success impossible. In this dilemma, I became almost frantic, for, from so untimely and unexpected a secession, I doubted in whom to confide.

"My brother officers getting intimation of my intention, whispered it about from one to the other, till it became a topic of general conversation: at length, it reached the ears of the police, and, in consequence of this, I was so closely watched, that all my prospects, for the present, were blasted. The only way to remove these suspicions, was perfect tranquillity for some time; and to divert the attention of the public, I sent to Verdun for my clothes and dogs, which I had left there, to avoid incumbrances on the road to Valenciennes. I should not neglect to mention, that a sentinel was now placed at the before-mentioned sally-port, and stricter orders issued throughout the depôt.

"The midshipmen began to manifest much impatience at the continuance of their 'durance vile,' and, after several fruitless applications to the commandant, drew up a letter to the minister of war, requesting restoration to parole, one sentence of which insured a flat denial, as it plainly intimated that a refusal would be attended with escape. A few days after, I was delighted to learn, that the minister's answer was confined to a simple negative. * * * * I kept up a correspondence, per post, with my friend Moyses. It was my wish, that he should make interest to be sent to Valenciennes, such removals being sometimes effected through the application of our own officers. Finding there was no probability of a junction, and all suspicion being at length removed, I again commenced sounding those around me, when I found an opening to make a proposal to a midshipman, named Rochfort; he came into it immediately; the strictest secrecy was observed, and we determined to be seldom seen together, although the most perfect harmony and cordiality prevailed between us, and, I may add, an implicit confidence in mutual support. * * * * With the assistance of Ricketts and Cadell, our preparations were completed, and the 15th Oct. was fixed for our departure. I was the more anxious to carry our plans into execution, so soon as matured, because the commandant, with unremitting diligence, was daily visiting the citadel, and as frequently changing the posts of the sentinels, and issuing stricter regulations for the security of the prisoners. * * * *. There still being a sentinel at the sally-port, my first plan was changed to that of getting into the upper citadel, which could only be effected by creeping upon the parapet above the north gate, letting ourselves down upon the bridge over the canal, and passing through the ravelin; but being unacquainted with those parts of the fortifications we intended to risk all, and trust to Providence for deliverance. * * * * * By the friendly aid of a déténu, residing in the town, we procured provisions, a map of the northern department, and several other necessaries, almost indispensable on such an expedition. The only thing now wanting was rope, which we obtained by purchasing skipping lines of the French boys, this being a general amusement amongst them at this season. * * * * * About five P.M. on the day fixed for our departure, I was walking with Ricketts, and discussing the proposed plans,

which were then ripe for execution, when Cadell came up, and told us that Rochfort had just been seized with head-ache and fever, so violent as to require his being immediately put to bed. This I could not credit, until made an eye-witness of the fact. Struck with astonishment, I gazed on the sufferer, and scarcely able to ask a question, stole into the yard, absorbed in thought and perplexity; not cherishing the faintest hope of finding another in the citadel to join with me. * * * * I wandered about for some time, reflecting on this extraordinary occurrence, little suspicious of what was afterwards developed, that, from our total ignorance of the impediments, in passing into the upper citadel, failure and its attendant consequences, must have been the result of trial at this time. My mind, however, was not to be diverted from the object in view; and no sooner had I roused myself from the effect of this disheartening event, than I began to meditate new schemes, for I was resolved on the attempt '*coute qui coute*'; but hesitated whether to await Rochfort's recovery, or to look out for another companion. Day after day passed in this state of suspense; when finding no amendment in his health, he was liberal enough to advise my seeking a helpmate among the seamen. He became so reduced by his illness, that, even if he did recover, he durst not risk exposure to night chills, for a considerable time; it was, therefore, with extreme reluctance, I abandoned the hope of his company. I then went to several of the most steady quarter-masters and other petty officers, without success. Whether they doubted the possibility of escape, or were deterred by the recollection of the barbarous murders at Bitche, I cannot say: for it was known, that when the commandant of that place had gained intimation of an intended attempt, he suffered the fugitives to reach a certain point, where the gens-d'armes were concealed, ready to rush in, and murder them. Two sailors, named Marshall and Cox, fell victims to this refined system of republican discipline. A somewhat similar act of cold-blooded atrocity afterwards occurred at Givet, in the person of Hayward, a midshipman: this gallant fellow, with his friend Gale, had broken out of prison, in the face of day, and fled into the country: unfortunately they were discovered, and the alarm given: two horse gens-d'armes immediately pursued, and overtook them in an open field. On their approach, Hayward, being unarmed, and seeing escape impossible, stood still, extending his arms, and exclaimed— '*Je me rends*:' but this was too favorable an opportunity to be neglected, for the savage gratification of shedding human blood. Neither the defenceless state of the individual, nor his prompt surrender, could avert these merciless miscreants from plunging their swords into his manly chest, and mangling the body in a horrible manner. It was afterwards taken into the prison-yard, stripped naked, and exposed to the view of the prisoners, for the purpose of intimidating others from the like attempt. Gale gave himself up at the same time; and although he received several severe wounds, they did not prove mortal.

"It will scarcely be credited, that the commandant gave the perpetra-

tors of this outrageous exploit a pecuniary reward, saying:—'I give you this for having killed one of them; had you killed both, the reward would have been doubled! * * * * * In the beginning of November, two sailors were sparring in the yard; and so common was this amusement, that it attracted the notice of no one but a stupid conscript of a sentinel, who, fancying they were quarrelling, quitted his post, and commenced a brutal attack on them, with the butt-end of his musket: this breach of military discipline soon collected a mob, and the endeavours of the men to ward off the blows, gave them the appearance of acting offensively. The guard was called out, when the gens-d'armes, rushing through the crowd, cut and slashed on all sides. Whitehurst and I, happening to be there at the time, roused with indignation at such wanton barbarity, also pushed in, in the hope of preventing bloodshed. The marèchal de logis, observing us in the 'mêlée,' desired us to send the men to their rooms, who, upon the order being given, immediately retired. This prompt obedience, bearing the appearance of generally acting under our influence, was, no doubt, the cause of our being denounced as the authors of the disturbance. The next morning, we were arrested, and conducted to a separate place of confinement, upon the rampart fronting the town. We were there locked up, with a sentinel at the door, without communication with any one, and ordered to be kept on bread and water. We there received secret information, that the commandant had forwarded a report to the minister of war, representing us as 'chefs de complot'; the punishment of which, by the 'Code Napoleon,' is death. Although this did not much trouble us, being conscious of the falsehood of the accusation, yet we judged it right to lay before the commandant a firm and accurate relation of the facts, referring him to the marèchal de logis, for proof of our interference having prevented more bloodshed, and restored tranquillity. This respectful appeal to the justice of the commandant, corroborated by the evidence of the marèchal, succeeded in restoring us to our comrades, and in inducing him to transmit a counter-statement to Paris. I mention this circumstance, because it produced a proposition on the part of Whitehurst, to attempt escape, as soon as we could make the necessary preparations. I readily acceded to his proposal; and, although I knew that, from his inexperience in the management of small craft, his assistance, in the event of getting afloat, could not be great, I was perfectly convinced of his willingness and resolution. This consideration rendered it necessary, however, to seek a third person, and I sounded five men separately, in the course of the day; but, so prevalent was the belief of the impossibility of getting out of the fortress, except by bribery, that they all declined.

"In this difficulty, I consulted Ricketts, who proposed to introduce the subject again to Hunter. I consented to accept him as a companion, provided we took our departure in a week. This stipulation being conveyed to him, and our prospects painted in glowing colours, he agreed to join us.

From that moment, he behaved with firmness and cordiality: not an hour was lost in procuring every thing needful for the occasion; but before we fixed a day, we resolved to obtain some information respecting the obstacles in our passage to the upper citadel, that being the only way by which we could possibly escape. It was necessary to be very cautious in this particular, and many schemes were suggested. At length, hearing that that part of the fortifications abounded in wild rabbits, it occurred to me to offer my greyhounds to one of the gens-d'armes, whenever he chose to make use of them. This I did, and the fellow mentioned it to the marèchal de logis, who was equally pleased with the expectation of sport, for they verily believed that such beautiful English dogs could kill every rabbit they saw. Shortly after, the gens-d'arme came, with the keys in his hand, for them; the marèchal waiting at the gate. The dogs, however, had been taught to follow no one but their master, so that their refusing to go, afforded me an opportunity of offering to accompany them, which was immediately accepted. Whitehurst, Hunter, and two or three others, requested permission to go with us; four other gens-d'armes were ordered to attend, and we went in a tolerably large party. We took different directions round the ramparts, kicking the grass, under pretence of looking for rabbits: few were found, and none killed; but we succeeded in making our observations, and, in about an hour, returned fully satisfied of the practicability of escape, though the difficulties we had to encounter were,—scaling a wall, ascending the parapet unseen, escaping the observations of three tiers of sentinels and the patroles, descending two ramparts, of about 45 feet each, and forcing two large locks. These were not more than we expected, and we, therefore, prepared accordingly. On our return, we fixed the night of the 15th Nov. for the attempt. Through a friend in town, I got iron handles put to a pair of steel boot-hooks, intending to use them as picklocks. The only thing now wanting was another rope; and as that belonging to the well in our yard was not trustworthy, we hacked several of the heart-yarns, so that the first time it was used it broke. A subscription was made by the mids, and a new rope applied for; by these means, we had at command about 36 feet, in addition to what our friends had before purchased of the boys. Every thing was now prepared; the spirits and provisions, in knapsacks, were concealed in the dog-kennel. On the 14th, Whitehurst communicated the secret to a young mid, named Mansell, who immedialely proposed to join. * * * * * At length the day arrived which I had so ardently desired, and the feelings of delight with which I hailed it, were such as allowed me to anticipate none but the happiest results. The thought of having lost so many years from the service of my country, during an active war, had frequently embittered hours which would otherwise have been cheerful and merry, and now proved a stimulant to perseverance, exceeded only by that which arose from the desire I felt, to impress upon the minds of Frenchmen the inefficacy of vigilance and severity, to enchain a British officer,

when compared with that milder and more certain mode of securing his person—confiding in his honor."

Owing to the calmness of the night of Nov. 15th, and the stars shining very bright, Mr. Boys was persuaded by Messrs. Cadell and Ricketts to defer his departure until the 16th.

"In the afternoon," says he, "we amused ourselves with writing a letter to the commandant, in which we thanked him for his civilities, and assured him, that it was the rigid and disgraceful measures of the French Government which obliged us to prove the inefficacy of locks, bolts, and fortresses; and that, if he wished to detain British officers, the most effectual method was to put them upon their honor, for that alone was the bond which had enchained us for more than five years. This letter was left with Ricketts, to be dropped on the following day, near the 'corps de garde.' At half-past seven, P. M. we assembled, armed with clasped knives, and each provided with a paper of fine pepper, upon which we placed our chief dependence; for in case of being closely attacked, we intended throwing a handful into the eyes of the assailants, and running away. The plan was, that Hunter and myself were to depart first, fix the rope, and open the opposing doors; a quarter of an hour afterwards, Whitehurst and Mansell were to follow: by these means we diminished the risk attendant on so large a body as four moving together, and secured the advantage of each depending more upon his own care; for if Hunter and myself were shot in the advance, the other two would remain in safety; and if, on the contrary, they were discovered, we hoped to have time, during the alarm, to gain the country. Our intentions were, to march to the sea side, and range the coast to Breskins, in the island of Cadsand, opposite Flushing; and, if means of getting afloat were not found before arriving at that place, we proposed to embark in the passage-boat for Flushing, and about mid-channel, rise and seize the vessel. It was now blowing very fresh, and was so dark and cloudy, that not a star could be seen; the leaves were falling in abundance, and as they were blown over the stones, kept up a constant rustling noise, which was particularly favorable to the enterprise: indeed, things wore so promising an appearance, that we resolved to take leave of a few other of our brother officers: eight of them were accordingly sent for: to these I detailed our exact situation, the difficulties we had to contend with, and the means of surmounting them, reminded them of our letter to the commandant, of last month, and the glory of putting our threats into execution, in spite of his increased vigilance; read the one we had that afternoon written, and proposed that any of them should follow that chose,—but with this stipulation, that they allowed four hours to elapse before they made the attempt. Upon which, it being a quarter past eight, Hunter and myself,

with woollen socks over our shoes, that our footsteps might not be heard, and each having a rope, a small poker, or a stake, and a knapsack, took leave of our friends, and departed. We first went into the back-yard, and, assisted by Rochfort, who was now convalescent, but not sufficiently strong to join the party, got over the wall, passed through the garden and palisades, crossed the road, and climbed silently upon our hands and knees up the bank at the back of the north guard-room—lying perfectly still as the sentinels approached, and as they receded again advancing, until we reached the parapet over the gateway leading to the upper citadel. Here the breast-work, over which we had to creep, was about five feet high, and fourteen thick; and it being the highest part of the citadel, we were in danger of being seen by several sentinels below; but fortunately the cold bleak wind induced some of them to take shelter in their boxes. With the utmost precaution we crept upon the summit, and down the breast-work towards the outer edge of the rampart, when the sentinel made his quarter-hourly cry of '*Sentinelle, prenez garde à vous,*' similar to our 'All's well:' this, though it created for a moment rather an unpleasant sensation, convinced me that we had reached thus far unobserved. I then forced the poker into the earth, and by rising and falling with nearly my whole weight hammered it down with my chest; about two feet behind I did the same with the stake, fastening a small line from the upper part of the poker to the lower part of the stake: this done, we made the well-rope secure round the poker, and gently let it down through one of the grooves in the rampart, which receives a beam of the draw-bridge when up. I then cautiously descended this half chimney, as it were, by the rope; when I had reached about two-thirds of the way down, part of a brick fell, struck against the side, and rebounded against my chest; this I luckily caught between my knees, and carried down without noise. I crossed the bridge, and waited for Hunter, who descended with equal care and silence.

"We then entered the ravelin, proceeded through the arched passage, which forms an obtuse angle with a massive door leading to the upper citadel, and, with my picklock, endeavoured to open it; not finding the bolt yield with gentle pressure, I added the other hand, and gradually increased the force until I exerted my whole strength, when suddenly something broke. I then tried to file the catch of the bolt, but that being cast iron, the file made no impression; we then endeavoured to cut away the stone in the wall which receives the bolt, but that was fortified with a bar of iron, which rendered our attempt abortive; the picklocks were again applied, but with no better success: it now appeared complete 'check-mate;' and, as the last resource, it was proposed to return to the bridge, slip down the piles, and float along the canal on our backs, there being too little water to swim, and too much to ford it. In the midst of our consultation, it occurred to me, that it would be possible to undermine the gate this plan was no sooner proposed than commenced; but

having no other implements than our pocket knives, some time elapsed before we could indulge any reasonable hopes of success; the pavement stones under the door were about ten inches square, and so closely bound together, that it was a most difficult and very tedious process. About a quarter of an hour had been thus employed, when we were alarmed by a sudden noise, similar to the distant report of a gun, echoing in tremulous reverberations through the arched passage, and, as the sound became fainter, it resembled the cautious opening of the great gate, creating a belief that we were discovered. We jumped up, and drew back towards the bridge, intending, if possible, to steal past the gens-d'armes, and slip down the piles into the canal; but the noise subsiding, we stood still, fancying we heard the footsteps of a body of men. The recollection of the barbarous murders at Bitche, on a similar occasion, instantly presented itself to my sensitive imagination; it is impossible to describe the conflicting sensations which rushed upon my mind during this awful pause: fully impressed with the conviction of discovery, and of our falling immediate victims to the merciless rage of ferocious blood-hounds, I stood and listened, with my knife in savage grasp, waiting the dreadful issue, when suddenly I felt a glow flush through my veins, which hurried me on with the desperate determination to succeed, or make a sacrifice of life in the attempt. We had scarcely reached the turning, when footsteps were again heard; and, in a whispering tone, 'Boys;' this welcome sound created so sudden a transition from desperation to serenity, from despair to a pleasing conviction of success, that in an instant all was hope and joy. Reinforced by our two friends, we again returned to our work of mining, with as much cheerfulness and confidence as though already embarked for England. They told us the noise was occasioned by the fall of a knapsack, which Mansell, unable to carry down the rope, had given to Whitehurst, from whom it slipped, and falling upon a hollow sounding bridge, between two lofty ramparts, echoed through the arched passage, with sufficient effect to excite alarm. * * * * * Three of us continued mining until half-past ten, when the first stone was raised, and in twenty minutes more the second: about eleven, the hole was large enough to allow us to creep under the door; the drawbridge was up; there was, however, sufficient space to allow us to climb up, and it being square, there was, of course, an opening in the arch: through this we crept, lowering ourselves down by the line, which was passed round the chain of the bridge, and keeping both parts in our hands, landed on the *garde fous.** Had the bars been taken away escape would have been impossible; there not being sufficient line for descending into the ditch. We then proceeded through another arched passage, with the intention of undermining the second door, but to our great sur-

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* Two iron bars, one above the other, suspended by chains on each side of the bridge, when down, serving the purpose of hand-rails.

prise and joy, we found it unlocked. We now got down, crossed the ditch upon the '*garde fous*,' landed in the upper citadel, proceeded to the north-east curtain, fixed the stake, and fastened the rope. As I was getting down, with my chest against the edge of the parapet, the stake gave way. Whitehurst, who was sitting by it, snatched hold of the rope, and Mansell of his coat, whilst I endeavoured to grasp the grass, by which I was saved from a fall of about fifty feet. Fortunately, there was a solitary tree in the citadel, from which we cut a second stake; and the rope being doubly secured, we all got down safe with our knapsacks, except Whitehurst, who, when about two-thirds of the way, from placing his feet against the rampart, and not letting them slip so fast as his hands, got himself in nearly a horizontal position; seeing his danger, I seized the rope, and placed myself in rather an inclined posture under him; he fell upon my arm and shoulder with a violent shock; fortunately neither of us was hurt.

"We all shook hands, and in the excess of joy, heartily congratulated ourselves upon this providential success, after a most perilous and laborious work of three hours and three quarters. Having put our knapsacks a little in order, we mounted the glacis, and followed a foot path which led to the eastward. But a few minutes elapsed, before several objects were observed on the ground, which imagination, ever on the alert, metamorphosed into gens-d'armes in ambush; we, however, marched on; when, to our no small relief, they were discovered to be cattle. Gaining the high road, we passed, (two and two, about forty paces apart) through a very long village, and, having travelled three or four miles, felt ourselves so excessively thirsty, that we stopped to drink at a ditch: in the act of stooping, a sudden flash of lightning, from the southward, so frightened us (supposing it to be the alarm-gun), that, instead of waiting to drink, we ran for nearly half an hour. We stopped a second time, and were prevented by a second flash, which alarmed us even more than the first, for we could not persuade ourselves it was lightning, though no report was heard. Following up the road in quick march, our attention was suddenly arrested by a drawbridge, which being indicative of a fortified place, we suspected a guard-house to be close at hand, and were at first apprehensive of meeting with a serious impediment; but observing the gates to be open, we concluded that those at the other extremity would be also open, and therefore pushed forward. We drank at the pump, in the square, when it was recollected that this was the little town of St. Amand. Directing our course by the north star, which was occasionally visible, we passed through without seeing a creature. About an hour after, still continuing a steady pace, four stout fellows rushed out from behind a hedge, and demanded where we were going. Whitehurst and Mansell immediately ran up; and, as we had previously resolved never to be taken by equal numbers, each seized his pepper and his knife, in preparation for fight or flight, replying, in a haughty tone of defiance, 'What is that to you? be careful how you

interrupt military men:' then whispering, loud enough for them to hear, 'la bayonette;' upon which they dropt astern, though still keeping near us; in the course of a quarter of an hour, on turning an angle of the road, we lost sight of them, and continued a rapid march, frequently running, until about five A.M., when we were unexpectedly stopped by the closed gates of a town. We retraced our steps a short distance, in the hope of discovering some other road; but we could find neither a footpath, nor wood, nor any other place of concealment. We quitted the high-road, and drew towards a rising ground, there to wait the dawn of day, in the hope of retreating to some neighbouring copse; no sooner had we laid ourselves upon the ground, than sleep overcame us. Our intention was, if no wood could be seen, to go to an adjoining ploughed field, and there scratch a hole in which we could hide ourselves from a distant view. Upon awakening from a short slumber, we reconnoitred around, and found our position to be near a fortification; being well acquainted with such places, we approached, in the hope of finding an asylum. At break of day, we descended into the ditch, and found the entrance into the subterraneous works of the covered way nearly all blocked up with ruins and bushes: an opening, however, was made, we crept in, our quarters were established, and the rubbish and bushes replaced in the space of a few minutes. This most providential and pleasing discovery, added to our many narrow escapes from detection, excited a feeling of gratitude to that Omnipotent Being who, in his infinite mercy, had thus cast his protecting wings around us.

"I have since heard, that the first intimation of our departure at Valenciennes was at dawn of day, when, on opening the north gate, the rope was seen suspended from the parapet. The roll to muster was instantly beaten, and the alarm given to the neighbouring peasantry by the firing of guns. The midshipmen, on whom suspicion first fell, were hurried into ranks, half-dressed; and when the names of the absentees were called over, some one tauntingly replied, '*Parti pour l'Angleterre*;'—This tone of triumph considerably exasperated the gens-d'armes, and inflamed the zeal of our pursuers; it also might have had some influence in exciting the solicitude of the commandant for our apprehension. * * * * * * The whole town was in confusion. All the bloody-minded rabble were let loose, with multifarious weapons, and *carte blanche* to *massacrer* these lawless *aspirans*. Besides which 500 of the *garde nationale* were despatched to scour all the woods within five leagues, and an additional reward of 300 livres was offered for the capture of each of us. The reason for limiting the search to that distance was a belief of the improbability of our having exceeded it, after the arduous task of undermining, &c.

"But to proceed:—we were totally unacquainted with the country; an examination of the maps pointed out the place of our retreat to be the fortification of Tournay: the fallen ruins were the bed upon which fatigue and a confidence of security, procured us a sound and refreshing sleep. At

three P.M. we enjoyed our dinner, notwithstanding the want of beverage; for, upon examining the knapsacks, the flasks were found broken. Whitehurst, having lost his hat in descending the first rampart, was occupied in manufacturing a cap from the skirts of his coat. It rained all the afternoon, and the weather in the evening getting worse, we were detained till about ten P.M., when, no prospect of its clearing up presenting itself, we quitted our comfortable abode, walked round the citadel, to the westward, over ploughed ground, until, coming to a turnip field, we regaled ourselves most sumptuously. By eleven, we had rounded the town and gained the north road. During the night we passed through several villages without seeing any one, and at six A.M. arrived at the suburbs of Courtray, expecting there to find as snug a retreat as the one we had left the preceding evening; but, to our mortification, the town was enclosed with wet ditches, which obliged us to seek safety elsewhere. Observing a farm house on the right, our steps were directed towards it, and thence through bye-lanes, until a mansion was discovered: this we approached, in the hope of finding an out-house which would afford us shelter for the day; nothing of the kind could be seen; but, not far distant, a thicket was descried, of about 150 paces square, surrounded by a wet ditch, from fourteen to twenty feet wide: here then we determined to repose our wearied limbs, and, it being day-light, not a moment was to be lost. The opposite side of the narrowest part of the ditch was one entire bed of brambles, and in the midst of these we were obliged to leap. Hunter, Mansell, and myself got over tolerably well; but when Whitehurst made the attempt, stiff with wet and cold, and the bank giving way, from his great weight, he jumped into the water: it was with difficulty he could be extricated, and not without being dragged through the brambles, by which he was severely scratched. We lay ourselves down in the centre of this swampy thicket. The rain had continued without intermission from the time of our leaving Tournay, and notwithstanding it somewhat discommoded us, yet we were consoled by the additional security it afforded. This little island protected us till near dark, when we walked round it to find the easiest point of egress. From the torrents of rain that had fallen during the day, the ditches had become considerably wider, and there was only one opening in the bushes, whence a leap could be made. Of this, three of us profited; the fourth obtained a passage by the aid of a decayed willow, which overhung the opposite bank."

In this manner, and with a continuation of bad weather, our travellers pursued their course to Blankenberg, a village on the sea-coast, to the eastward of Ostend. On their arrival at the gates of Bruges (after passing through Haerlabeck and Deynse), they were all in a most deplorable condition—wet to the skin, their feet bleeding, and so swollen, that they

could scarcely walk at the rate of three miles an hour. Mr. Boys had also a tumour forming on his left side, which obliged him always to lie on the right, and proved the foundation of a rheumatism, to which he has ever since been subject.

"Near the gates," continues he, "we observed a public house, and having hitherto found such places to afford relief and safety, at this hour of the night, we entered, and saw nobody but an old woman and a servant: at first they appeared somewhat surprised, but asked no questions except such as regarded our wants, frequently exclaiming '*pauvres conscrits.*' We dried our clothes, when the sudden transition from cold to heat split Hunter's feet; several of his nails also were loose, and Whitehurst had actually walked off two. The fire made us all so very sensitive, that we could scarcely bear our feet to the floor; but found some relief by bathing them in oil: having, however, enjoyed a comfortable supper, we lay ourselves down, keeping watch in turn, until 4 A. M., when we paid the old woman and departed."

Midway between Bruges and Blankenberg, Mr. Boys and his companions found a warm friend in Madame Deriske, landlady of the Raie-de-Chat, a solitary public house; by whom they were long concealed, and ultimately enabled to escape. During the time they enjoyed her protection, Mr. Boys made no less than thirteen trips to the coast, hoping to procure a vessel of some kind; but always without success. The last of these attempts may serve as a specimen of the whole.

"On the night of the 4th Mar. 1809, finding several vessels nearly afloat, I returned to our party with the joyful information. Furnished with provisions and a lantern, we proceeded silently to the water's edge, and jumped on board the easternmost vessel, in the pleasing confidence of having at length evaded the vigilance of the enemy, and of being on the eve of restoration to our native soil. The wind was fresh and squally from the W. N. W., with a good deal of swell; the moon, although only three days after the full, was so obscured by dark clouds, that the night was very favorable for our purpose. The vessel was moored by five hawsers; two a-head, and three a-stern: it was arranged, that Whitehurst and Mansell should throw overboard the latter, Hunter and myself the former; this was preferred to cutting them. We had been so long in Flanders, and received such protection from the natives, that all harsh feeling which might have existed towards an enemy, was so mellowed into compassion for their sufferings under the Corsican yoke, that we were unwilling to injure one of

them, and therefore had determined, if in our power, to send back the craft, which, being a fishing schuyt, might probably be the only support of an indigent family. Whilst Whitehurst and Mansell were executing the duty allotted to them, Hunter and myself got ready the foresail, and paid overboard one of the hawsers. The tide now rolled in, the vessel floated, and we hove her out to within about four fathoms of her buoy. Whitehurst and myself being ready to cut the other hawser, and hoist the sail, Hunter went to the helm, when he found the rudder was not shipped, but lying on the poop. We instantly ran aft, and got it over the stern; but the vessel pitched so heavily, that it was not possible to ship the lower pintle. We were now apprehensive of the total failure of the attempt; for to go to sea without a rudder would have been madness, and being nearly under the battery, we were in momentary expectation of being fired into. Several minutes were passed in this state of anxiety and danger, still persevering in the attempt to ship the rudder; but at length, finding it impossible, without a guide below, and feeling that our only hope was dependant upon the success of this important effort, in the excitement of the moment I jumped overboard; at the same instant the vessel springing a little a-head, and the sea washing me astern, it was not without the greatest exertion I could swim up to get hold of the stern post. Hunter, seeing that I was dashed from her by every wave, threw me a rope; this I made fast round my waist, and then, with some trouble, succeeded in shipping the rudder. The effort of swimming and getting on board again, although assisted by my comrades, so completely exhausted me, that I lay on my back for some time, incapable of moving a limb: but at length, rallying, I went forward to help hoist the foresail, whilst Hunter cut the hawser, and then ran to the helm. The sail was no sooner up than the vessel sprang off, as if participating in our impatience, and glorying in our deliverance: such, however, is the uncertainty and vanity of all human projects, that at the very moment when we believed ourselves in the arms of liberty, and our feelings were worked up to the highest pitch of exultation, a violent shock suddenly arrested our progress. We flew aft, and found that a few fathoms of the starboard quarter hawser having been accidentally left on board, as it ran out, a kink was formed near the end, which, getting jambed between the head of the rudder and the stern-post, had brought the vessel up all standing: the knife was instantly applied, but the hawser was so excessively taut and hard, that it was scarcely through one strand ere the increasing squall had swung her round off upon the beach. At this critical juncture, as the forlorn hope, we jumped out to seize another vessel, which was still afloat; when Winderkins,* seeing a body of men running upon the top of the sand-hills, in

* A man engaged by the landlady of the Raie-de-Chat to assist them in their escape.

order to surround us, gave the alarm: we immediately made a resolute rush directly across, leaving our knapsacks, and every thing but the clothes on our backs, in the vessel; the summit was gained just in time to slip over on the other side unseen. We ran along the hills towards Blankenberg for about a hundred yards, when, mistaking a broad ditch for a road, I fell in, but scrambled out on the opposite side. Mansell, who was close at my heels, thinking that I had jumped in on purpose, followed; this obliged the others to jump also. Having regained the Raie-de-Chat, we related the heart-rending disaster to Madame Derikre. Fearing, from the many articles left in the vessel, that some of them would give a clue to our late abode, and be the means of causing a strict search, she was desired to destroy every thing that could lead to discovery, or suspicion; then taking all the bread in the house, and leaving Mansell there, the rest immediately set out for a wood on the other side of Bruges, where we arrived a little before daylight.*

"Not having had time to dry our clothes at the Raie-de-Chat, we were in a most deplorable state, shivering with cold, and wet to the skin; the tails of our jackets solid boards of ice, and not a shoe amongst us worthy the name. In this wood we remained three days, each succeeding hour seeming to redouble the sufferings of the last."

During the above period, the Raie-de-Chat was twice searched most minutely, by 36 gens-d'armes and police officers, but who, fortunately for Madame Derikre, found nothing to corroborate their suspicions. Speaking of his subsequent sojourn in another wood, about two miles to the eastward of that house, Mr. Boys says:

"Soon after taking up this position, the weather became intensely cold; and, literally clad in armour of ice, we lay listening to the whistling wind, and shivering with exposure to the chilling blast, which not only defied repose, but threatened the most calamitous effects: indeed, our limbs were sometimes so benumbed, that it became absolutely indispensable to shake and twist ourselves about, to promote the necessary circulation of the blood. Nor did there appear any prospect of the termination of this misery; for, as the black and ponderous clouds passed swiftly over us, the wind increased, the hail beat furiously down, and the trees trembled, until the raging violence of the storm seemed to threaten the uprooting of the very wood we occupied. In this exposed situation, with variable though piercing cold weather, we remained until the 15th. * * * * Whitehurst now suffered so severely from illness, that doubts arose as to the possibility of his continuing much longer in this state of exposure; and, had not his complaint taken a

* Mr. Mansell was then about to visit Bruges, disguised as a girl, and did not again join his fellow fugitives.

favorable turn, his patience and fortitude must soon have yielded to stern and absolute necessity."

About the end of March, the benevolent landlady learnt that Mr. Mansell had embarked for England, with a smuggler: he soon afterwards died at sea.

On the 1st April, Mr. Boys, disguised as a carpenter, ventured into Bruges, and happily succeeded in interesting another female in his behalf;—one whose influence with her husband, a "notaire publique," named Moitier, was of some importance. He subsequently obtained the loan of a passport belonging to one Auguste Crens Neirinks, a Flemish "chevalier d'industrie," and, accompanied by him and his sister, passed through Ghent, Brussels, Charleroi, and Namur, on his way to Givet, with the intention of making an effort to release Mr. Moyses. On his arrival in the vicinity of Dinant, however, he received information that that gentleman had been transferred to Bitche, for an offence similar to the one for which he himself was once "cachoted" at Valenciennes. Reluctantly abandoning his generous design, the impracticability of succeeding in which was but too evident, he returned to Bruges, remained there until the 29th of April, and then, under the guidance of Neirinks, proceeded with Messrs. Whitehurst and Hunter to the coast opposite Flushing. On the 8th of May, towards midnight, he had the happiness to find himself safe on board a small boat, in which he was conveyed to a fishing smack near the Goodwin Sands; and from the latter we find him landing at Dover, early in the morning of the 10th.

On the day after his arrival in England, Mr. Boys waited upon the First Lord of the Admiralty, who was pleased to issue an order for his immediate examination, without waiting the usual period fixed for that purpose. On the 25th of the same month, he was appointed lieutenant of the Arachne sloop, Captain Samuel Chambers; and on the 8th July, 1814, promoted from that vessel to the command of the Dunira, 18. Shortly after joining the Arachne, and whilst attached to the Walcheren expedition, he had the good fortune to be instrumental in affecting the escape from an hostile shore of his

friends Ricketts and Rochfort. His narrative, written in the West Indies, in 1810, cannot fail to leave on the mind of the reader a strong impression of admiration at the energy, patience, and perseverance of the author.

In 1831, Commander Boys published "Remarks on the practicability and advantages of a SANDWICH or DOWNS HARBOUR." It is proposed by him, to make a cut for the said harbour in a direct line from the anchorage called the Small Downs, about a mile to the northward of Sandown Castle, to the river Stour at Sandwich, a little to the southward of a cut that has been commenced at some former period. We sincerely hope "that the plan will be taken up with that spirit, to which its superior claims, in a national point of view, so fully entitle it."*

JOHN DAVY, Esq.

DISTINGUISHED himself as a midshipman at the attack, capture, and destruction of a French convoy, in the bay of Rosas, in the night of Oct. 31st, 1809.† He was made a lieutenant on the 15th Jan. 1810; and promoted to the rank of commander, July 15th, 1814.

CHARLES BERNHARD HARVEY, Esq.

WAS made a lieutenant on the 13th Jan., 1803; and advanced to the rank of commander, July 19th, 1814.

HENRY PYNE, Esq.

OBTAINED his first commission on the 22d Jan., 1806, and was promoted to the rank of commander, July 19th, 1814, whilst serving under Captain the Hon. T. B. Capel, in La

* See Nautical Magazine for June, 1832, p. 205.

† See Suppl. Part III. p. 160.

Hogue, 74. The exploit which led to his advancement is thus spoken of, by our trans-atlantic brethren, in the Connecticut Gazette, April 13, 1814:—

"It is with grief and mortification we perform the task of announcing to our readers, that on Friday morning last, four of the enemy's barges and two launches, commanded by Captain Richard Coote, of the brig Borer, with 200 men, proceeded up Connecticut river to Pettipague point, and destroyed upwards of twenty sail of vessels, without sustaining the loss of a single man. We have ascertained, on the unfortunate spot, the following facts:—

"The boats first landed at Fort Saybrook, where they found neither men nor cannon; from thence they proceeded to Pettipague point, landed by four o'clock in the morning, and were paraded in the principal street before the least alarm was given. The inhabitants were, it may well be supposed, in great consternation: but Captain Coote informed them, that he was in sufficient force to effect the object of the expedition, which was to burn the vessels, and that if his party were not fired upon, no harm should fall upon the persons of the inhabitants, or the property unconnected with the vessels: and a mutual understanding of that purport was agreed to.

"The enemy immediately after commenced the act of burning the vessels, and such as exposed the buildings on the wharfs they hauled into the stream; a party of fourteen men were sent in the mean time a quarter of a mile above the point, who put fire to several vessels which were on the stocks. At 10 o'clock, they left the shore entirely, and took possession of a brig and schooner which were built for privateers. These they attempted to beat down the river; but the brig getting on shore they burnt her, and the schooner was so light as to be unmanageable; they continued in her and the boats alongside until dusk, when Lieutenant Bray, with a field-piece from Killingworth, commenced firing on them; after the second shot they left the schooner, and took shelter under a small island opposite the point, and at half past eight, it being very dark, made their escape from the river.

"Their conduct towards the inhabitants was unexceptionable, excepting that some cloths and plate were taken by a person supposed to be an American, who, it was conjectured, acted as a pilot and guide, and had frequently been there with fish for sale; this wretch, without orders, destroyed a large new cable, by cutting it with an axe.

"Notwithstanding the enemy were on shore at 4 o'clock in the morning, it was half-past 12 P. M. before the express arrived here with the information, although a report of the fact was brought by the stage at 11. Every exertion was immediately made to send a force sufficient for the object; a body of marines from the squadron, a company of infantry from Fort Trumbull, and a part of Captain French's militia company of artillery, with a field-piece, and a considerable number of volunteers, were soon in motion: a part of the marines and volunteers in carriages, and Captain

French, with his detachment and field-piece, arrived at the river at 4 o'clock; at which time a respectable body of militia, infantry, and artillery, occupied the banks on both sides, in the momentary expectation that the enemy would attempt to descend. It was, however, soon perceived that it was not their intention to attempt going out before dark, and that the only chance of taking or destroying them was by a joint attack by land and water; timely measures for this purpose were prevented by the want of water craft, a misfortune which could not be remedied in the very short period required. A strong fresh, an ebb tide, and thick mist, enabled the enemy to escape down the river, *unheard* and *unseen*, except by a very few, who commenced a fire, which was followed at random by many, who discerned no object to direct their aim. The troops from the garrison, and marines on foot, did not arrive until the British had escaped. Thus ended an expedition, achieved with the smallest loss to the enemy, and the greatest in magnitude of damage, that has occurred on the *seaboard* since the commencement of the war."

On this occasion, six ships, five brigs, seven schooners, nine sloops, a number of pleasure boats, a great quantity of naval stores, and several butts of rum, were destroyed. The escape of the British would have been next to a miracle, had not the Americans, by way of making sure to destroy them, injudiciously facilitated their retreat. At the narrow part of the river, where there are two juttings, they lighted immense fires, *vis à vis:* these beacons pointed out the fair way, and, added to a very dark night, enabled our countrymen to make good their retreat in safety; whereas, had the Yankees lighted only one fire, and stationed a force opposite to it, the destruction of their assailants must have been inevitable.

On the 14th April, 1814, the commander-in-chief on the Halifax station addressed a letter to Captain Capel, of which the following is a copy:—

"Sir,—I desire that you will convey to Captain Coote, and the officers, seamen, and marines, employed under his immediate command on the expedition in the Connecticut river, that I view their conduct with admiration; and that I shall feel much satisfaction in laying their merits before the Lords Commissioners of the Admiralty.

"The orderly and exemplary conduct of the men while on shore, particularly with respect to their sobriety, has been a principal cause of saving many valuable lives, and the return of the expedition with comparatively so small a loss *; their conduct while on shore has drawn forth praise from

* Two killed, two wounded.

the enemy they assailed, who speak of their behaviour with gratitude, acknowledging that the destruction of the shipping was their only object, and that no sort of injury was done to their persons, or to their properties.

(Signed) "ALEX. COCHRANE."

Commander Pyne married, in 1812, Miss Louisa Lawrence, of College Square, Bristol.

THOMAS AMBROSE EDWARDS, Esq.

OBTAINED a lieutenant's commission in June, 1809; a pension for wounds, Mar. 16th, 1811; and the rank of commander, July 19th, 1814. He died in 1826.

ANTHONY BLAGRAVE VALPY, Esq.

THIRD son of the Rev. Dr. Valpy; was made a lieutenant on the 11th Oct. 1811; and appointed acting captain of the Apollo frigate, July 19th, 1814; from which date he takes rank as commander. He married, Dec. 13th, 1818, Anna, daughter of Robert Harris, Esq. banker, and, at that time, mayor of Reading, co. Berks.

CHARLES HUTCHINSON, Esq.

WAS made a lieutenant on the 16th April, 1807; promoted to his present rank July 21st, 1814; and appointed an inspecting commander, in the coast guard service, July 6th, 1831.

CHARLES GREENE, Esq.

Is a son of the Rev. Dr. Greene. He passed his examination in Sept. 1809; obtained the rank of lieutenant on the 4th May, 1810; and was subsequently appointed third of the Laurel frigate, Captain Samuel Campbell Rowley; in which ship he had the misfortune to be wrecked on the Govivas, a small sunken rock, in the Teigneuse passage, near Quiberon, Jan.

31st, 1812 *. Shortly after his return from French prison, he was advanced to the rank of commander, by commission dated July 23d, 1814.

WILLIAM HIRD, Esq.

Obtained his first commission in Jan. 1796; commanded the Ant schooner, previous to the peace of Amiens; and subsequently served for several years as flag-lieutenant to the late Vice-Admiral Pickmore: his promotion to the rank of commander took place on the 29th July, 1814.

WILLIAM HALL, Esq.

Served as midshipman under Captain (now Sir Richard G.) Keats, in the Boadicea frigate; obtained the rank of lieutenant on the 1st May, 1807; and commanded the Bouncer gun-vessel, under the orders of the same distinguished officer, at the defence of Cadiz; during which arduous service he appears to have been badly wounded †. He was promoted from the Bellerophon 74, (bearing the flag of Vice-Admiral Keats, on the Newfoundland station) to the command of the Sabine sloop, July 29th, 1814. He married, in 1816, Ann, youngest daughter of Peter Churchill, of Dawlish, co. Devon, Esq.

CHARLES PEARSON, Esq.

Was made a lieutenant on the 8th of Nov. 1808; and served as second of the Phœbe frigate, Captain James Hillyar, at the capture of the United States' ship Essex, March 28th, 1814 ‡. On this occasion, his gallant captain wrote to the Admiralty as follows:

"I have to lament the death of four of my brave companions, and with real sorrow I add, that my first lieutenant, William Ingram, is among the number; he fell early, and is a great loss to His Majesty's service. * * * Our lists of wounded are small, and there is only one for whom I am under any anxiety. * * * * I feel it a pleasant duty to recommend to their lordships' notice my now senior lieutenant, Pearson."

* See Vol. II. Part II. p. 683 *et seq.*

† See Vol. III. Part I. pp. 131 and 134.

‡ See Vol. II. Part II. p. 861 *et seq.*

The Essex, although much injured in her upper works, was not in such a state as to give the slightest cause of alarm respecting her ability to perform a voyage from the South Seas to Europe, with perfect safety. She was therefore placed under the command of Lieutenant Pearson, whom we find arriving at Plymouth, in company with the Phœbe, on the 13th Nov. following. His promotion to the rank of commander took place July 29th, 1814.

This officer is now employed in the coast-guard service, to which he was appointed on the 6th July, 1830. He married, Jan. 3d, 1826, Maria, daughter of the late J. Sayers, of North Yarmouth, Esq.

FRANCIS CHARLES ANNESLEY, Esq.

Is, we believe, a son of retired Commander the Hon. F. C. Annesley, and related to the noble Irish family of the same name. He was born at Castle Wellan, co. Down, Ireland, Dec. 31st, 1787; and entered the royal navy, as midshipman on board the Greyhound frigate, Captain (now Sir Richard) Lee, in Jan. 1798. He subsequently served under Captains John Smith, William Lukin (now Windham), and Askew Paffard Hollis, in the America 64 and Thames frigate, on the North Sea, Channel, and Cadiz stations. The latter ship formed part of the squadron under Sir James Saumarez, at the destruction of two Spanish three-deckers and capture of a French 74, in the Gut of Gibraltar, July 13th, 1801; and was paid off in 1802.

We next find Mr. Annesley in the Vestal 28; afterwards in the Argo 44; and in 1806 and the following year, acting as lieutenant of the Arab 22, Captain Keith Maxwell. He passed his examination in Dec. 1807; obtained a commission on the 14th Jan. following; frequently distinguished himself whilst serving as second lieutenant of the Pilot sloop, on the Mediterranean station*; and was promoted to the command of the Heron sloop, July 30th, 1814.

* See Suppl. Part. IV. pp. 56—65.

JOHN DUNDAS COCHRANE, Esq.

Son of the Hon. Cochrane Johnstone, by Lady Georgiana, a daughter of James, third Earl of Hopetoun.

This officer was at the battle of St. Domingo, in Feb. 1806; and afterwards served as midshipman on board the Ethalion frigate, commanded by his first cousin, Captain (now Sir Thomas J.) Cochrane: he obtained a lieutenant's commission, in Feb. 1811; and was promoted to the rank of commander, on the 15th Aug. 1814. After the conclusion of a general peace, we find him perambulating a great part of France, and every province of Spain and Portugal. In the beginning of 1820, finding that he was not likely to be employed afloat, and evidently possessing no little share of that spirit of eccentricity and enterprise so strongly developed in his family, he volunteered to undertake a journey into the interior of Africa, to explore the source of the Niger. In order to accomplish this object, he not only prepared to assume the character of a mahomedan, but had even resolved to sell himself as a slave to one of the owners of caravans, travelling in that country, the grave of European endeavour.

The Board of Admiralty being unfavourable to this plan, Commander Cochrane next turned his attention to Russia, Siberian Tartary, the Frozen Sea, Kamschatka, &c., and soon determined upon travelling round the globe, as nearly as can be done by land; crossing from Northern Asia to America, at Behring's Straits: he also resolved to perform the journey on foot, his finances allowing of no other mode.

Having obtained two years' leave of absence, he filled his knapsack with such articles as he considered requisite to enable him to wander through the wilds, deserts, and forests of three quarters of the globe; then quitted London, and proceeded with all possible speed to St. Petersburg; where, through the recommendation of his friend, Sir Robert Kerr Porter, his proposed exploit obtained higher countenance than could have been anticipated. Not only was he furnished with the customary passport, but also with a secret letter to the governor-general of Siberia, and open instructions to the civil governors and police, "of all the towns and pro-

vinces lying in his track, from St. Petersburg to Kamschatka, to aid him, as far as possible, to proceed on his journey without interruption; to afford him lawful defence and protection; and in case of necessity, to render him pecuniary assistance."

On the 24th May, 1820, Commander Cochrane fairly commenced his stupendous undertaking; but he had not proceeded very far from St. Petersburg on his way to Muscovy, before he suffered a greater misfortune than afterwards befel him in routes of 10,000 miles among reputed savages. He thus relates it in his published narrative:

"My route was towards Liubane, at about the ninth mile-stone from which I sat down to smoke a segar or pipe, as fancy might dictate, when I was suddenly seized from behind, by two ruffians, whose visages were as much concealed as the oddness of their dress would permit. One of them, who held an iron bar in his hand, dragged me by the collar towards the forest, while the other, with a bayoneted musket, pushed me on, in such a manner as to make me move with more than ordinary celerity; while a boy, auxiliary to these vagabonds, was stationed on the road-side, to keep a look out.

"We had got some sixty or eighty paces into the thickest part of the forest, when I was desired to undress; and having stript off my trowsers and jacket, then my shirt, and, finally, my shoes and stockings, they proceeded to tie me to a tree. From this ceremony and from the manner of it, I fully concluded that they intended to try the effect of a musket upon me, by firing at me as they would at a mark. I was, however, reserved for fresh scenes: the villains with much *sang froid* seated themselves at my feet, and rifled my knapsack and pockets, even cutting out the linings of the clothes in search of bank-bills, or some other valuable articles. They then compelled me to take at least a pound of black bread, and a glass of rum poured from a small flask, which had been suspended from my neck. Having appropriated my trowsers, shirt, stockings, and shoes; as also my spectacles, watch, compass, thermometer, and small pocket sextant, with one hundred and sixty roubles, they at length released me from the tree, and at the point of a stiletto, made me swear that I would not inform against them,—such, at least, I conjectured to be their meaning, though of their language I understood not a word.

"Having received my promise, I was again treated to bread and rum, and once more fastened to the tree, in which condition they finally abandoned me. Not long after, a boy who was passing heard my cries, and set me at liberty. I did not doubt he was sent by my late companions upon so considerate an errand, and felt so far grateful: though it might require something more than common charity to forgive their depriving me of my shirt and trowsers, and leaving me almost as naked as I came into the world.

"To pursue my route, or return to Tzarsko Selo would, indeed, be alike indecent and ridiculous; but, being so, and there being no remedy, I made therefore 'forward' the order of the day; having first, with the remnant of my apparel, rigged myself *à l'Ecossoise*, I resumed my route. I had still left me a blue jacket, a flannel waistcoat, and a spare one, which I tied round my waist in such a manner, that it reached down to the knees: my empty knapsack was restored to its old place, and I trotted on with even a merry heart."

Notwithstanding this untoward accident, Commander Cochrane's ardour was by no means abated; for he still pursued his perilous journey; passed in safety the mighty barriers, called the Ural Chain, which divide Europe from Asia; and then proceeded onward to Malaya-Narymka, the last spot on the frontier of Russian Siberia. Here he forded a little stream which forms the actual line of demarcation on the Chinese and Russian dominions; and according to his narrative, seating himself on a stone on the left bank, "was soon lost in a reverie." "It was about midnight," says he, "the moon apparently full, was near her meridian, and seemed to encourage a pensive inclination. What can surpass that scene I know not. Some of the loftiest granite mountains spreading in various directions, enclosing some of the most luxurious valleys in the world; yet all deserted!—all this fair and fertile tract abandoned to wild beasts, merely to constitute a neutral territory!"

At Barnaouli, Commander Cochrane met with an enlightened statesman of the name of Speranski, lately sent from Russia with a view to correct abuses of administration in the distant provinces of Siberia. "Of his personal attentions to me," says our traveller, "I shall ever feel proud and grateful. He had at first taken me for a Raskolnick*, from my long beard, and longer golden locks; notwithstanding I wore at the same time a long swaddling grey nankeen coat, and a silken sash round my waist; but indeed so great a buck had I become of late, that I hardly knew myself."

General Speranski, with the same discrimination which qualified him to correct public abuses, fixed on Commander Cochrane, as a suitable person, to join in the expedition of discovery, then fitting out on the Kolyma river, to determine

* A seceder from the Greek church.

the position and extent of Shelatskoi Noss, commonly called the N.E. Cape. Accordingly, he furnished him with a commission for this purpose, with instructions to proceed to Nishney Kolymsk, where the expedition was preparing under Baron Wrangél. Barnaouli, it should be observed, is in lat. 53° N., long. 84° E., and Nishney Kolymsk in lat. 68° N., long. 164° E.; consequently, in this commission, General Speranski appears to have afforded complete indulgence to the travelling propensities of his new English acquaintance from whose narrative we make the following extract:

"We reached fifty-five miles with the same dogs, and put up for the night at a Yukagir hut. Resumed next morning with increased cold, though calm weather, and reached Nishney Kolymsk at noon, amid 42° of frost, according to many spirit thermometers of Baron Wrangéls, on the 31st Dec. 1820, after a most tedious, laborious, and to me perilous journey of sixty-one days, twenty of which were passed in the snow, without even the comfort of a blanket; nor had I even a second coat, or parka, nor even a second pair of boots, and less clothing than even the guides and attendants of the poorest class. I could not therefore but feel grateful for my safe arrival at such a season of the year, in such intense cold, and with only the upper part of my nose at all injured. I met, at Nishney Kolymsk, the baron and a midshipman. It was the last day of the old year; and in the present enjoyment of a moderate meal, a hearty welcome, and excellent friends, I soon forgot the past, and felt little concern for the future. Quarters were appropriated to me in the baron's own house; and with him, on the shores of the Frozen Sea, I enjoyed health and every comfort I could desire."

Commander Cochrane next proceeded to the country of the Tchuktchi, a people inhabiting the tract which forms the north-eastern corner of Asia; his account of whom is one of the most interesting portions of his narrative. From thence he returned to Kolymsk, and ultimately pursued his journey, by Omekon, and across the sea of Okotsk, to St. Peter and St. Paul, in Kamschatka, where it was his happy fortune to centre his hitherto rambling affections in an amiable native lady, to whom he was united on the 8th Jan. 1822. After making a tour of pleasure through the Kamschatdale peninsula, he became fully aware of the impracticability of following up his original plan. In July, 1822, he sailed for Okotsk; and from that post, actually travelled with his bride across Siberia to St. Petersburg. On repassing the Ural

mountains, he makes the following observations, as a summary of his experience:

"At break of day I was on the highest peak of the Ural mountain pass, and could not help stopping to take a last view of Asia, the forced residence of many dear and valued friends, as also the abode of others whom I much esteem. Though it is, generally speaking, the land of the exile, it is rather the land of the unfortunate than of the criminal. It is the want of education, which, begetting a looseness of morals, plunges these unfortunates into error. The thinness of population in Siberia, is a ready reason to account for the facility with which a person is exiled. Of real criminals there are not so many as is imagined, as by the report of Nertchinsk it appears, that but two thousand five hundred criminals are employed in the mines. It is not every man who is sent to Botany Bay that ought to be termed a criminal; nor is every one who is exiled to Siberia. It may be safely said that all the most hardened criminals who are banished for life, are at Nertchinsk and Okotsk; at least there are very few exceptions, and I believe their whole number does not exceed three thousand, while the number of exiles sent for a limited period, annually amount to at least one half that number. As to the education and moral habits of the natives of Siberia, they are certainly equal, if not superior in these respects, to that of the European Russians. They have not the same incitement, nor the same means of committing crimes. The whole population does not exceed two millions and a half, about one half of which are aborigines, scattered over a tract of country which gives to each person three square miles. Provisions and clothing are cheap, taxes are not known, the climate is healthy—and what can man more desire? I looked again to the East, and bade adieu, thankful for the many marks of esteem and kindness I had received from the hands of its hospitable people.

"Descending the western branch of the Ural Mountains, I soon found myself again in Europe: the land of malt, the fire-side home, again had charms for the traveller. The sensations I experienced upon quitting the most favoured quarter of the globe, were nothing when compared to the present. Then I thought I was going only to the abode of misery, vice, and cruelty, while now I knew I had come from that of humanity, hospitality, and kindness. I looked back to the hills, which are, as it were, the barrier between virtue and vice, but felt, in spite of it, a desire to return and end my days there. And so strong is still that desire, that I should not hesitate to bid adieu to politics, war, and other refined pursuits, to enjoy, in Siberia, those comforts which may be had without fear of foreign or domestic disturbance.

"In the evening of my entry into Europe, I reached the village of Bissertskaya Krepost, situate on the Bissert stream. The road was bad, and over a hilly country, nor was my dissatisfaction at all allayed by the conduct of the Permians. Inhospitality, incivility, and general distrust every where prevailed, and influenced the conduct of the inhabitants; even the last copeck is insisted upon in payment for the horses, before they are permitted to commence the journey; a circumstance which, in many cases,

occasions much inconvenience and loss of time. In Siberia, the traveller may pay forward or backward three or four stations, and every sort of accommodation is given."

After passing some time in England, this persevering and astonishing pedestrian sailed for South America, where he embarked largely in mining speculations, and died on the 12th of August, 1825.

JOHN CHARLES SYMONDS, Esq.

Was made a lieutenant in August, 1807, and commander on the 16th of August, 1814.

THOMAS WILSON, Esq.

Was of a Chichester family. He served as midshipman under Captain Charles Elphinstone, on the East India station; as second lieutenant of the Milford 74, Captain (now Sir Henry W.) Bayntun, attached to the Channel fleet; and as flag-lieutenant to Sir Edward Pellew, during his command of the Mediterranean fleet. This officer's first commission bears date July 6th, 1811. He obtained the rank of commander, Aug. 26th, 1814; and was appointed to the Martin 20, fitting out for the East Indies, Feb. 19th, 1825. He perished with all his crew in 1827.

JOHN DEBENHAM, Esq.

Was born in 1772; and commenced his career in the royal navy, Nov. 3d, 1788. Previous to the French revolutionary war, he served under Captains Isaac George Manley, Thomas Spry, George Roberts, and Thomas Troubridge, in the Fairy and Discovery sloops, and Thames frigate, on the African, Leeward Islands, Home, and East India stations. In the latter ship, he visited China, and was present at the capture of Tippoo Saib's "Fortified Island," close to Onore, on the coast of Malabar.

We next find Mr. Debenham serving on board the Duke 98, bearing the broad pendant of Commodore George Murray, and attached to the squadron under Rear-Admiral Gardner. at th e unsuccessful attack upon Martinique, in June 1793*

* See Vol. I. Part I. p. 40*.

He afterwards joined the Glory 98, and behaved with distinguished bravery, under the command of Capt. John Elphinstone, at the memorable battle of June 1st, 1794*. From that ship he was removed into the Prince of Wales 98, bearing the flag of Rear-Admiral Henry Harvey, in which he assisted at the capture of three French two-deckers, by the fleet under Lord Bridport, near l'Orient, June 23rd, 1795†. His extraordinary good conduct while on board one of these ships, having been duly represented by the prize-master, Lieutenant now superannuated Rear-Admiral Alexander Wilson, obtained him the patronage of the rear-admiral, by whom he was immediately ordered to be rated master's mate; and in the following year presented with a commission, appointing him to the Invincible 74, Capt. William Cayley, on the Leeward Islands station ‡. In her he bore a part in an attack upon some shipping under the batteries of St. Eustatius, and also at the subsequent reduction of Trinidad §.

Previous to Mr. Debenham's promotion, the Invincible had lost several commissioned officers and half her crew, by yellow fever. His exertions, in supporting the discipline of the ship, particularly in preventing drunkenness, and not allowing the men to sleep in the open air, appears to have given great offence, and caused them to clamour much against him; which coming to the knowledge of Lord Camelford, then commanding the Favorite sloop, induced that officer to invite him to become his first lieutenant ||. He accordingly joined that vessel in the spring of 1798, and continued in her, on the West India and North Sea stations, until June 1800; the latter part of the said time under the command of Captain Joseph Westbeach. The opinion entertained of him by the above nobleman will be seen by the following, dated Dec. 6th, 1799.

"Dear Debenham,—Captain Manby, whose character I have already sufficiently delineated to you, wishes you to leave the Favorite and come to town, when I shall be very happy to make you acquainted over a plain pudding dinner. Lose no time in getting clear of the ship, as the Bourde-

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* See Vol. I. Part I. pp. 75—79. † See *Id.* p. 246. *et seq.*
‡ See Addenda ☞ § See Vol. I. Part. I. p. 112. || See Addenda ☞.

lais will soon be ready to receive your active exertions. Your true friend and humble servant, (Signed) "CAMELFORD*."

Lieut. Debenham's next appointment was to the Formidable 98, in which ship he served, under Captains Edward Thornbrough and Richard Grindall, on the Channel and West India stations, from Aug. 1800 until Oct. 1802. The following testimonial was granted to him by the former excellent officer:

"These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that Lieutenant John Debenham served under my command, on board the Formidable, and always conducted himself in an officer and gentleman-like manner, and very much to my satisfaction.

(Signed) "EDWARD THORNBROUGH."

In 1805, Mr. Debenham was first lieutenant of the Devastation bomb, on the Downs station, and present in several actions with the enemy's flotilla, collected for the invasion of England. In 1806 and 1807, he commanded the Furious gun-brig, and displayed great vigilance in blockading Calais, Ostend, and the intermediate ports. Whilst thus employed, he cut out a vessel from under the batteries on Calais cliff; and afterwards drove a smuggler ashore near Dunkirk, where he landed and took possession of her under a heavy fire from a battery near at hand, with the soldiers belonging to which, who, when their guns would no longer bear upon him, came out to drive him away, he maintained a contest until some horse-artillery were seen advancing from Nieuport. He subsequently made an attack upon several vessels of the same description at anchor under the two batteries of Nieuport haven, and persevered in endeavouring to capture them until his boat's mast was shot away. It is proper to state, that these several attacks were conducted by himself in a six-oared boat, unsupported by any other, and in the open day.

In addition to the above services, the active commander of the Furious saved several British merchant vessels from falling into the hands of the enemy; retook a transport full of horses, close in with Dunkirk; and captured several Danish and other merchantmen.

In Dec. 1807, having received a violent contusion of the foot, and had three of his toes dislocated, by the firing

* See Addenda ☞.

of a gun, Lieutenant Debenham was obliged to resign the command of the Furious, and from that period to use crutches, until Aug. 1808. He then obtained employment as an agent of transports, in which capacity he was present at the battle of Corunna, and subsequent reduction of Walcheren. During the embarkation of Sir John Moore's gallant army, he saved from destruction several transports, which, being under the fire of the enemy's artillery, would, but for his exertions, have been lost on the rocks or set on fire, in the confusion which then existed.

In Feb. 1810, Lieutenant Debenham was appointed to the command of the Deptford tender, employed between Limerick and Plymouth, under the orders of Captain James Murray Northey, regulating officer at the former port, who bears strong testimony to his exemplary conduct on every occasion, during a period of nearly two years and a half. His last appointment was, in June, 1813, to be an agent of transports employed on the north coast of Spain, where he continued until Oct. 1814. The important services which he there performed are thus detailed by himself in two memorials, one presented to our late sovereign in July 1819, the other to his illustrious brother the Lord High Admiral, April 21st, 1828.

"While on this duty, he was employed in such a manner as can hardly fall to the lot of any other officer belonging to the transport department; for he was entrusted with the superintendence of two stations at a distance of eighteen miles asunder, and without the aid of any immediate superior to whom he might apply, or martial law to intimidate those with whom he had to deal, or even so much as a boat's crew whom he could at any time call together: he had to compel the refractory, to encourage the diffident, to stimulate the idle, and to instruct the ignorant masters of transports in duties to which they were not only adverse, but which were both difficult and dangerous in themselves: and often to incur a personal responsibility which he might easily have avoided, and from the consequences of which he might have expected to be involved in ruinous law-suits, had the result been different to what he contemplated; but from which responsibility, if he had shrunk back, the public service would have been very materially hindered.

"As a proof of which, he will mention his having, in the middle of a stormy night, gone about to press men, with whose aid he removed a large Swedish ship which had anchored, where, had she continued only one hour longer, she would have lain aground ten days, and most effectually blocked up the mouth of the haven of Socoa, from whence the military supplies for the siege of Bayonne were furnished; he was obliged to remove her to a

situation of comparative danger, and this he did by mere force, notwithstanding the protestations of the master, and the remonstrances of the commissariat.

" In the month of February, 1814, he was at St. Jean de Luz with a division of transports, and directed by Rear-Admiral Penrose to procure as many volunteer seamen as he could from among them, for the purpose of entering the Adour, of establishing a bridge across that river, and of co-operating with a division of the army under General Sir John Hope, in commencing the siege of Bayonne *. He accordingly procured as great a number of volunteers as he was able, and delivered them to the proper officer, who, in the flotilla under Rear-Admiral Penrose, sailed on the evening of the 22d, leaving your memorialist, the only naval officer at Socoa, or indeed nearer to the enemy than Passages.

" Through the night of the 22d, and during the day of the 23d, owing to calms, and a strong adverse current, the flotilla, instead of advancing any thing towards the Adour, had been drifted to leeward as far as Fontarabia, and as the night of the 23d set in there was no appearance that any part thereof would be able to regain the ground it had lost. It is needful to mention these circumstances, as they explain the nature of an important document herewith respectfully submitted.

" About ten of the same night, as your memoralist was about to lie down, very much fatigued with the duties of the day, a dragoon arrived bringing a letter from Sir John Hope to Rear Admiral Penrose, then at sea, and another from Colonel (now Sir Home) Elphinstone, the commanding officer of engineers to your memorialist, stating that the army had advanced upon the Adour, and had obtained possession of both its banks; but that from the non-arrival of the flotilla, or any naval assistance, the greatest difficulty had been found in crossing over the troops and stores necessary; that from the strength of the tide it was found quite impracticable, without naval aid, to transport horses, artillery, &c.; that such of the troops as had crossed in pontoons were in the greatest danger of being taken, if they could not be timely supported; and requesting your memorialist, as an affair of the greatest consequence, to send every boat and seaman he could possibly spare, to their assistance immediately.

" Your memorialist instantly repaired to Colonel Elphinstone (who had been himself despatched by Sir John Hope, to procure and to hasten the above) through a road the enemy had spoiled, great heaps of stones in some places, in others up to the calves of his legs in mud, noisome with the carcases of cattle which had fallen down and expired under their burthens; the night pitch-dark; the distance a mile; his object to gain information as to the entrance of the Adour; but could obtain none on that subject: he however assured the colonel he would, without fail, be on the spot by day-light, with all the assistance he could possibly bring.

" Returning through the same road, he went from ship to ship to collect men; the transports were small, and their complements few. By their help,

* See Suppl. Part. II. pp. 277—286.

and by the light of lanthorns, he dragged his boat over a long flat of oaze, in which his feet sank at every step, the tide being out.

" He embarked about midnight in his boat, with as many men as she could well contain, to proceed on his way to the Adour, being about eighteen miles distant, on the open sea, at that time running high; and expecting the enemy would not suffer him to proceed unmolested, he provided himself with a number of bottle corks, to stop up any holes in the boat their small shot might make—his only defence.

" He arrived before day-break at a place, which from the soldiers' fires, as he afterwards found them to be, had well nigh proved fatal to him; for here he got suddenly entangled with a very heavy surf. Having extricated himself, he lay to till day-light, supposing he could not be far from the place where he was wanted.

" As the day broke, he perceived the surf, of amazing height and of vast breadth; so that the low part of the land could not at all be seen. He also observed in the offing, Rear-Admiral Penrose and the flotilla; the wind having favored them in the night.

" He repaired on board the rear-admiral, delivered the letter from Colonel Elphinstone, and obtained permission to fulfil the engagement he had made with that officer. By this time the signal for attempting the passage was flying, and Captain Dowell O'Reilly, of the Lyra sloop, having with him a Spanish pilot and a number of boats, had advanced towards the mouth of the river, where he was reconnoitring at the back of the heavy surf.

" Stimulated by the known necessities of the troops, as well as by the promise he had made, and apprehensive lest the tide would soon be too far spent, your memorialist proceeded onwards, passed by those boats, and soon arrived at a spot from whence it would have been impossible to return; nor, indeed, had he any such desire. Feeling it absolutely necessary to go on, he mentally commended himself to the Almighty, encouraged his men with his voice, waved his hat with one hand, and with the other steered his little and deeply laden boat, which, urged with the utmost force of oars and sails, and borne on the top of several enormous waves, each of which broke under her, seemed to fly along. As he cheered, the strength of his men seemed redoubled. Suddenly he perceived that he was running upon a spit of sand, which jutted out into the river, and, though surprised, he instantly gave the necessary orders for beaching, which were as promptly obeyed; a heavy wave now threw the boat upon the bank, and retiring, left her nearly dry; still he kept the men fast in their places, till a succession of similar waves had carried the boat into further security: he then made them jump out, and by the help of the still coming water, drag her upon the sand: he would not himself quit the boat till this was effected, lest his men should slacken in their endeavours, as every thing appeared to depend on their exertions.

" Captain O'Reilly, who followed immediately after him in a larger and

much better boat, was upset, his boat stove, himself much hurt, five of his men drowned, and he himself and several, your memorialist believes all, the survivors of his crew, dragged out of the water by him and his people. If any other boat at that time followed, it was swallowed up.

"Taking his masts and oars for rollers, your memorialist then launched his boat over the sand into the river, and proceeded to where the assembled officers and soldiers were in crowds witnessing the scene. He immediately began to cross troops over the river; and also to construct a raft for a similar purpose. After Captain O'Reilly's disaster, no other attempts at entrance were made till the afternoon, when the attempt was renewed, and with ultimate success, but not without considerable loss, by the upsetting of boats, and even of decked vessels. Every open boat which attempted the passage was upset, your memorialist's alone excepted, whatever was its size, whether larger or smaller than his.

"Upon the renewal of the attempt at entrance, your memorialist discontinued the transportation of troops, in which he was engaged, and went down in his boat to the inner edge of the breakers on the bar of the river, endeavouring to render what assistance he could: here he saved several of those who were upset; no other boat, person, or other kind of human assistance whatever, was in attendance.

"Having constructed his raft before the establishment of the bridge, he crossed over cavalry, about sixteen horses with their riders, complete for service, at a time,—cannon, waggons, soldiers, whatever indeed was brought to him, making about ten trips a day. The Adour, where this took place, is about as wide as the Thames at London Bridge; and the tide as rapid as in the latter river, a little below the fall of the said bridge. This rapidity it was which foiled the engineers, though aided by a brigade of Portuguese marine. Your memorialist, however, surmounted the difficulty; and during three days, this transportation, as to any thing heavy, was performed almost exclusively by him and his boat's crew, aided by some soldiers. On the third day, a large and well-constructed raft by Major Tod, of the royal engineers, was sent him; on this he crossed over six pieces of battering cannon, complete for service; he also, at the pressing instance of Colonel (now Sir Colin) Campbell, aide-de-camp to the Marquis of Wellington, crossed over in safety, during a furious storm, the travelling and another carriage belonging to his lordship; for which the colonel returned him thanks in the handsomest terms.

"He continued upon this service during a week; for not till then was the bridge, and the quay and wharf belonging to it, fit to bear heavy carriages; and when his labors for the day were concluded, which they never were while he had strength to stand, he then went on board a vessel, where he had to sleep in his clothes upon the deck, wrapped up in a sail. Previous to his quitting the Adour, he received the personal thanks of Sir John Hope and Rear-Admiral Penrose; by whom, in public despatches, he was strongly recommended to their respective commanders-in-chief, the Marquis of Wellington and Viscount Keith.

"He returned by land, through a violent storm and incessant rain, to St. Jean de Luz, in order to attend his charge at that place; and shortly afterwards, he had the happiness there to save from the most imminent danger of shipwreck, several transports, by going on board of them in the midst of a heavy gale, supplying as many of them as he could with pilots, and giving the others directions for crossing the bar. He subsequently saved a transport which had grounded on the bar of the Adour, and was there left nearly dry.

"In the course of these services, your memorialist was once upset in his boat; once driven out in her to sea, where he remained during a whole winter's night, without compass, provisions, or water, the wind blowing most violently, the rain pouring down in torrents, his men drooping and desponding, and the boat only kept from sinking by constant bailing with his hat; once, while rendering assistance to vessels in dangerous situations, he was washed off a pier-head; and on two other occasions, during storms, borne by waves into the sea, and not easily extricated; at another time he was knocked down, by a hawser slipping, and severely wounded in the head."

Previous to his return home, Lieutenant Debenham received several handsome letters and testimonials from his superior officers, of which the following are copies:

"*Boucaut, 7th March*, 1814.

"Dear Sir,—I beg leave to enclose you an extract from Admiral Penrose's letter to me of the 25th February, and at the same time will avail myself of the opportunity of returning my most sincere thanks for the many services you rendered to the boats and vessels on their passing the bar of Bayonne, on the 24th ultimo. In the first place, I beg you will accept my kindest acknowledgments for the manly and humane assistance you rendered to me and my boat's crew, without which a much greater number of lives must have been lost. In the second instance, your Country is much your debtor for the truly able and gallant style in which, regardless of the attendant danger, you pushed out into the breakers on the bar, and saved the lives of two seamen belonging to the Lyra's gig, which was upset, a midshipman and two men being drowned before you could reach her; and also for saving three lives out of four that were upset in a transport's long boat. I particularize those two instances, out of many, of your meritorious actions, because they came immediately under my own observation. I have been careful to report to the rear-admiral your unprecedented good conduct and exertions on this most trying occasion. I have only now to beg you will accept my best wishes for your welfare, from yours most sincerely,

(Signed) "D. O'Reilly."

"*To Lieut. Debenham, Agent of Transports, Socoa.*"

ENCLOSURE.

"Sir,—Although it was with the most anxious concern I observed the casualties of yesterday, and remain most solicitous to hear that they are not so great as I might apprehend, from the nature of the service, yet it was with the most lively satisfaction I witnessed the skill and energy which overcame obstacles apparently insurmountable; and I only wait more certain information, to express my public thanks, both on the spot where the service took place, and to the commander-in-chief at home. Offer my cordial thanks and approbation to Lieutenant Debenham, for his extremely good conduct at the passage of the bar.

(Signed) "C. V. PENROSE."

"*Porcupine, Passages, 8th March,* 1814.

"Sir,—In reply to your letter of the 4th instant, I have to inform you that the letter you put into my hands on the morning I met you off the bar of the Adour, was, I believe, sent by me to Captain O'Reilly, to inform him of the state of the troops; but its nature fully warranted you in ordering all the assistance in your power, which might have proved the only safety to the troops who had passed and were trying to pass. Your coming yourself, and ordering the other boats to follow, was highly to your credit; and all your conduct on the occasion marked the zealous, good officer: of that conduct I have borne testimony, both to the commander-in-chief, and to Field-Marshal the Marquis of Wellington. I am, &c. (Signed) "C. V. PENROSE, Rear-Admiral."

"*To Lieut. Debenham, Agent of Transports, Socoa.*"

"*Passages, 8th March,* 1814.

"Sir,—The rear-admiral expresses himself highly pleased with your conduct. I transmit you an extract of my letter to the Board:

"'Rear-Admiral Penrose expresses himself highly pleased with the exertions of Lieutenant Debenham, in crossing the troops over the Adour, where he was most useful. I have ever found him correct and steady, and if entrusted with any particular duty, very diligent in the performance of the service: to say more would be presumptuous on my part; to say less I could not.'

(Signed) "THOMAS DELAFONS, Principal Agent of Transports."

"*To Lieutenant Debenham, Socoa.*"

"*Passages, May 26th,* 1814.

"Sir,—As the principal agent of transports on this coast, I cannot quit it without publicly returning you my thanks for your constant attention, and the ready assistance you have ever given me, which has enabled me to carry on the various duties I have been engaged in, so as to procure my recent promotion, and to assure you, on my leaving this port, I shall not

fail, in the strongest manner, to make known my sentiments of your good conduct to the Transport Board. I am, &c.

(Signed) "THOMAS DELAFONS, P. A. T."

"*To Lieutenant Debenham, Socoa.*"

"*Porcupine, Passages, June 13th,* 1814.

"Sir,—On re-perusing and considering your letter to me since the promotion of Lieutenant Delafons, and his appointment to other service, I have to inform you, that notwithstanding you are become the senior officer of the transport service on this coast, I deem your experience and zeal, of both which I am fully sensible, will be more usefully directed in forwarding round to this place all vessels, &c. &c. &c. You will observe, that in the separate charge I have thus given you of two very important posts, I shew the reliance I have, both on your zeal and ability; and also, that as more responsibility naturally attaches to such a distinct duty than if you were acting here under my immediate superintendence, you have the means of making your exertions more conspicuous, and probably your seniority of standing more efficacious. I am, &c.

(Signed) "C. V. PENROSE."

"*To Lieutenant Debenham, Socoa.*"

The following notification was also transmitted to him by the Transport Board:

"*Admiralty-Office, 8th September,* 1814.

"Gentlemen,—Having laid before the Lords Commissioners of the Admiralty your letter of yesterday's date, transmitting an extract of a letter from Rear-Admiral Penrose, bearing testimony to the highly meritorious and unceasing exertions of your several agents on the north coast of Spain, therein named, and recommending those officers, and particularly Lieutenant Debenham, to their lordships' favourable consideration,—I am commanded to acquaint you, that my Lords have been pleased to promote Lieutenant Debenham to the rank of commander. I am, &c.

(Signed) "J. W. CROKER."

"*To the Commissioners for Transports, &c.*"

Commander Debenham's commission bears date Aug. 27th, 1814; since which period he has repeatedly solicited employment in any part of the world, but always without success. In 1816, a sum of money having been voted by Parliament, as a reward to a part of the navy employed on the north coast of Spain during a certain time, and presuming that his services there would without doubt entitle him to participate in the said reward, he gave in his name as a claimant to the

agents, from whom, when the time of distribution approached, he had the mortification to receive a letter as follows:

"*New Broad Street, London, 17th June*, 1819.

"Sir,—We are authorized by Lord Keith to acquaint you, that the Lords Commissioners of the Admiralty, to whom his lordship referred your claim to participate in the late parliamentary grant for the north coast of Spain, have decided that you ought not to share; and we think it right to add, in case you may consider it necessary to pursue your claim farther, that the only course open to you is by memorial to H. R. H. the Prince Regent in Council, as the above decision will be final and conclusive, agreeably to the Order in Council for distribution, unless His Royal Highness shall be pleased otherwise to direct within three months. We are, Sir, your most obedient servants,

(Signed) "JOHN JACKSON & Co."

Lord Keith, it should be observed, considered Commander Debenham's claim as well founded, and so reported to the Admiralty; yet, because he had been employed as an agent of transports, the Board determined to reject it. Acting according to the advice of his lordship, he lost no time in drawing up a memorial, which was submitted in the first instance to Viscount Melville, from whose private secretary he received the following communication, dated July 3d, 1819:

"Sir,—I am desired by Lord Melville to acknowledge the receipt of your letter of the 24th ultimo, together with its enclosures, and to express his Lordship's regret that, after a full consideration of the case in all its bearings, and of the claims you have set forth, he has not felt at liberty to recommend a compliance with the prayer of your memorial, although, from his Lordship's opinion of your services, he would have felt satisfaction in being enabled to accede to your wishes. I have the honor to be, &c.

(Signed) "R. W. HAY."

In his memorial to the Prince Regent, after stating the peculiar nature of his services on the north coast of Spain, and making but very slight allusion to others which we have recorded, Commander Debenham expresses himself in the following terms:

"He earnestly desires to deprecate the idea of vain or presumptuous boasting, but he finds at length there are occasions on which not to have a proper sense of what one has done, and of what passes in the world, is to

manifest a blameable apathy; and he cannot but know that under happier auspices, the exploit of Sir Roger Curtis, in saving the drowning Spaniards, before Gibraltar, is a theme celebrated by the painter and poet, and was rewarded by the highest patronage; but for certain, the exertions of that highly esteemed officer, so worthily and so universally venerated, were not greater, either with respect to personal danger, or as to bodily or mental protrusiveness, than were those of your Royal Highness's memorialist at the mouth of the Adour. But how different has been the meed: he has been, indeed, promoted to the rank of Commander since that period; but it was for his *general* services, and this boon has been attended with, first, the immediate loss of his employment as agent of transports: and, secondly, it has disabled him from getting two of his sons into Christ's Hospital on Travers's foundation, to which he would otherwise have had a right, worth at the least five hundred pounds. His meed, therefore, on account of the above services, seems chiefly to rest in his having been personally thanked and honourably mentioned by Sir John Hope, in his despatches to the Duke of Wellington, and by Rear-Admiral Penrose to the naval commander-in-chief, Lord Keith; — distinctions which he highly values, and which he trusts are no light recommendations to some more substantial recompense.

" In conclusion, your Memorialist presumes to hope that your Royal Royal Highness will, on viewing these premises, be graciously pleased to cause his name to be placed on the distribution-list. The naval commander-in-chief, Lord Keith, approves his claim; and even at the Admiralty its rejection is considered a hardship: *the very boat's crew who were with him are included in the list which he himself is called upon to furnish;* and he understands that Captain O'Reilly, by virtue of the Order in Council, on account of his great exertions, and the great peril and sufferings which he underwent at the Adour, is to be remunerated beyond other officers of his class; but your Memorialist it was who went before him or any one else in the perilous path of duty on that river; who led them, or marked out to all of them the way; who, when that officer was upset, saved him and several others, to render those exertions so conspicuously noticed. The immortal Admiral Nelson, in order to incite others to emulate his deeds, though at a humble distance, assumed, with his Sovereign's approbation, for his motto, '*Palmam qui meruit.*' Then be it so. The parliamentary grant, to which your Royal Highness gave the fiat, proceeds doubtless upon this principle. How then can your petitioner be rejected? But if certain official forms are an obstacle, he rejoices at the circumstance; because it places him within the immediate reach of the beams of your royal munificence, and will therefore, he feels confident, cause him to be remunerated in some other manner, which, as it will be a personal favour done him, and a favour from the Great, is doubly a favour; how much more so when it proceeds from Royalty, and is extended to so humble a Petitioner, now, after such long services, pining on half-

pay, with which to maintain himself, a wife, and eight children;—obliged to keep at a distance (such is the world) even from his friends, and thereby incapacitated from bringing forward his family."

This memorial, after having been submitted to the Prince Regent in Council, was sent back to the Admiralty with a favorable recommendation; to which their Lordships, however, merely replied, that they had "no funds." In the one afterwards presented to the Lord High Admiral, it is stated by Commander Debenham, "that he has never received the least compensation of any kind for the serious injury sustained in his foot, while commanding the Furious, although he was thereby obliged to give up the most eligible appointment he ever held." He also states, "that the refusal of any compensation for this hurt, was made a ground for preventing him the attainment of an object he subsequently had in view;" and then adds, "that, on one occasion, having detained, and brought in for adjudication, a vessel from one of the enemy's ports bound to another, she was not only set free, but the whole expenses of the proceedings allowed to fall upon him; whereas, had he not detained her, pursuant to the existing Orders in Council, he would have been liable to a court-martial." His memorial to the Admiralty on this occasion was attended with no success.

In 1823, Commander Debenham received the following testimonial from Captain James Anderson, under whom he had served at Corunna and Walcheren; and another, of which we shall subjoin a copy, from the late Sir George Collier:

"36, *Hans Place, Chelsea,* 10*th Jan.*

"These are to certify, that John Debenham, Esq. commander in the royal navy, served under my command on various dangerous and difficult services, with great credit to himself and to my entire satisfaction, and I can recommend him with the utmost confidence, from the knowledge I have of his vigilance, diligence, attention, uncommon sobriety, and great humanity of disposition, mixed with firmness, as a fit person to fill any situation particularly requiring the rare concurrence of these qualifications.

(Signed) "J. Anderson."

"*Knowle Cottage, Exeter, Dec.* 17*th.*

"Having been solicited by Captain John Debenham, of the royal navy, formerly employed under my orders upon the north coast of Spain, as

lieutenant of the transport service, to certify as to his general zeal and good conduct, I have great pleasure in so doing, and more particularly so, in the knowledge I have, that his zeal, enterprise, and good conduct were as conspicuous while he was under the orders of Rear-Admiral Penrose, upon the eastern shores of the Bay of Biscay, as they had been while Captain Debenham served under my orders at Passages and on the more western parts of that coast, where, as an agent for transports, he manifested zeal, activity, and attention. I have therefore great satisfaction in recommending him to the consideration of the Right Honorable the Lords Commissioners of the Admiralty, as a zealous and trust-worthy officer.

(Signed) "George R. Collier, formerly Commodore on the north coast of Spain."

On the 19th Dec. 1826, Commander Debenham had the honor of receiving the following letter from the Ordnance Office:

"Sir,—I am directed by the Duke of Wellington to acknowledge the receipt of your letter of the 14th instant; and to acquaint you that his Grace has referred it to Sir Byam Martin, informing him at the same time, that he was highly satisfied with your services in the transport department during the time you were under his orders. I am, &c.

(Signed) "Fitz Roy Somerset."

Commander Debenham is the author of several polemical disquisitions, &c. &c. all of which have been printed for gratuitous distribution.

PETER WILLIAMS, Esq.

Was made a lieutenant on the 27th of Feb. 1801. We first find him commanding the Entreprenante cutter; and, in Dec. 1810, making the following report, of a very gallant action, to Commodore (afterwards Sir Charles V.) Penrose, then senior naval officer at Gibraltar:

"On the 12th inst. at eight A.M., I observed four vessels at anchor under Faro Castle; this place is between Malaga and Almeria Bay. It being a dead calm, at nine they got under weigh, sweeping towards us, and at half-past ten they hoisted French colours and commenced firing on us. Our guns could not reach them till eleven A. M. when we began our fire; one vessel on our starboard bow, another on the starboard quarter, and

two right a-stern; the enemy keeping up a most tremendous fire of round and grape-shot, which we returned with double vigour, with round, grape, and musketry, at this time within pistol-shot. About noon, the enemy shot away our main-top-mast, peak-haliards and blocks, fore-jeers, fore-haliards, and jib-tye; we had two of our starboard guns disabled, by the stock of one, and the carriage of the other being broken. The enemy seeing us in this disabled state, attempted to board us, but, with the courage that every true Englishman possesses, we repulsed them; we now kept up a well-directed fire with the two foremost guns and musketry. The enemy made a second attempt, but were again repulsed. By this time one man was killed, and four wounded. I then ordered the starboard sweeps to be manned, and pulled the cutter's head round, it still being calm, and a swell from the S. W. We got our larboard guns to bear on them, and after two well-directed broadsides, and three cheers, three of them sheered off. I was now informed our canister and musket-ball were all expended; but nevertheless, with two well-directed broadsides, double-shotted, we carried away the largest of the two's foremast and bowsprit. At this time they attempted to board a third time, but, as before, they were repulsed, and that with great loss on their side; but by this exertion two of our larboard guns were dismounted. The enemy's fire began to slacken; we then gave three cheers, and with two of our guns, double-shotted, raked them, which must have made great slaughter; and at half-past two the enemy was taken in tow by two row-boats, who towed them in-shore, we still firing on them with our two guns, until three o'clock, when they were out of our reach; we then manned our sweeps, towed the cutter's head towards the offing, began to clear the wreck, and by five o'clock had our main-sail, jib, and fore-sail set, but they were more like riddles than sails, after a four hours' hard-fought action. I am at a loss to express sufficiently my feelings on this occasion, when I consider the very superior force of the enemy, and the courage, steadiness, and attention of my brave little crew. The enemy's force, as I learnt from a Danish vessel, which had been lying alongside them in Almeria bay, consisted of one with three latteen sails, two long 18-pounders, six smaller guns, and 75 men; another, three latteen sails and jib, five guns, and 45 men; two others, two sails, two guns, and 25 men each. I was short of my complement four men, and had the mate and six men away in a detained vessel, leaving the total number on board thirty-three, out of which we had only one killed and four wounded.

(Signed) "P. Williams."

On the 15th of the same month, Lieutenant Williams and his gallant crew received the public thanks of Commodore Penrose, in a general order issued to the squadron under that officer's command, and also inserted in the Gibraltar Chronicle. The merchants resident on the rock, as a testimony of

their gratitude, for the protection thus afforded the trade, immediately afterwards entered into a subscription, for the purpose of presenting him with a valuable sword.

On the 25th of April, 1811, while communicating with the governor of Malaga, under a flag of truce, Lieutenant Williams observed two of his late opponents and a Spanish merchant brig, their prize, running into the bay. Before he could get on board, and make sail, one of them anchored close to the mole-head; but the other he brought to action, and, in fifteen minutes, beat and drove her on shore: he then brought-to and recaptured the brig. This service was performed without any loss on the part of the Entreprenante, in the presence of numerous spectators assembled on the mole-head.

Lieutenant Williams subsequently commanded the Richmond gun-brig; and, April 5th, 1813, was appointed to the Nimble cutter, in which vessel he continued until promoted to his present rank, Aug. 27th, 1814.

EDWARD JOHNSON, Esq.

Was made a lieutenant on the 4th of April, 1801; and commander, Aug. 27th, 1814.

ANTHONY COLLINS STANTON, Esq.

Served as midshipman on board the Phäeton frigate, Captain (afterwards Sir James N.) Morris; and distinguished himself at the capture of the Spanish national ship San Josef, near Malaga, Oct. 28th, 1800*. He was made a lieutenant on the 11th of Jan. 1802; and we subsequently find him serving under Captains Robert Barrie and George Burlton, in the Pomone frigate, and Boyne 98, on the Mediterranean station. He obtained the rank of commander on the 27th of Aug. 1814; and died at Limerick, in 1827.

* See Suppl. Part II. p. 84.

FLETCHER NORTON CLARKE, Esq.

Was made a lieutenant in April, 1802; and promoted to his present rank, while serving under Captain Norborne Thompson, in the Aboukir 74, on the 27th of Aug. 1814.

WILLIAM HILLYAR, Esq.

Was made a lieutenant on the 27th Aug. 1803, and subsequently served in the Niger frigate, commanded by his brother, the present Captain James Hillyar, C. B., on the Mediterranean station. During the last four years of the war with France, we find him in the Christian VII. 80, and Caledonia 120, flag-ships of Sir Edward Pellew, now Viscount Exmouth. He obtained his present rank on the 27th Aug. 1814; and was appointed inspecting commander of the coast guard at Marazion, in July 1824.

RICHARD FLANIGAN EDWARDS, Esq.

Obtained the rank of lieutenant in May, 1804; and served during the latter part of the war, as first of the Royal Sovereign 100, Captain Thomas G. Caulfield, on the Mediterranean station. He was made a commander on the 27th Aug. 1814.

ROBERT HAVERFIELD, Esq.

Was made a lieutenant on the 10th May, 1804. We first find him serving in the Isis 50, bearing the flag of Vice-Admiral John Holloway, at Newfoundland; and afterwards in the Bucephalus frigate, Captain Charles Pelly, on the East India station. He obtained his present rank on the 27th Aug. 1814.

RICHARD DEVONSHIRE, Esq.

Brother of Rear-Admiral J. F. Devonshire *. This officer was made a lieutenant on the 11th May, 1804; appointed to l'Aigle 36, Captain George Wolfe, June 2d, 1808; and promoted to his present rank, while serving as first of that frigate, under the command of Captain Sir John Louis, on the Mediterranean station, Aug. 27th, 1814. Some of the services in which he participated are stated in pp. 318, 898, and 409 of Vol. II.; at p. 812 of Vol. I., and p. 118 of Suppl. Part I.

ROBERT OLIVER, Esq.

Obtained the rank of lieutenant in Jan. 1806; and commanded the boats of the Espoir sloop, Captain Robert Mitford, in a dashing little affair on the coast of Calabria, April 4th, 1810 †. He soon afterwards assisted at the capture of an armed ship and three barks, under the castle of Terrecino. We lastly find him serving under the late Sir George Burlton, in the Ville de Paris 110, and Boyne 98, on the Mediterranean station. His promotion to the rank of commander took place Aug. 27th, 1814.

JOHN FRANCIS LASCELLES, Esq.

Was made a lieutenant on the 28th April, 1807; and afterwards successively appointed to the Venerable, Saturn, and Mulgrave, third-rates. He continued in the latter ship, under the command of Captain Thomas J. Maling, on the Mediterranean station, until the end of the war. His promotion to the rank of commander took place Aug. 27th, 1814.

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* See Vol. II. Part I. p. 411 *et seq.*; and Vol. III. Part II. p. 180 *et seq.*

† See Suppl. Part I. p. 131.

This officer married, Nov. 30th, 1830, Henrietta, second daughter of Mr. Samuel Higham, of Torrington Square, London.

CHARLES HAMLYN, Esq.

Second son of Sir James Hamlyn-Williams, Bart. (of Edwinsford, co. Carmarthen, and Clovelly Court, in Devonshire), by Diana Anne, daughter of Abraham Whittaker, of Stratford, co. Essex, Esq.

This officer entered the royal navy in Aug. 1803; obtained the rank of lieutenant in April, 1811; served for some time under the flag of Sir W. Sidney Smith; and was made a commander on the 27th Aug. 1814.

RICHARD STEPHENS HARNESS, Esq.

Son of the late Dr. John Harness, F. L. S., for many years a commissioner of the Transport Board *.

This officer was born at Wickham, co. Hants, in July, 1792. He entered the royal navy as midshipman on board the Diadem 64, Captain Sir Home Popham, in July, 1805; was present, in that ship, at the capture of the Cape of Good Hope and Buenos Ayres, in 1806; and subsequently served in the Sampson and Inflexible 64's. The latter ship formed part of the fleet under Admiral (now Lord) Gambier, at the siege of Copenhagen, in 1807.

After the surrender of the Danish capital and navy, Mr. Harness joined the Volontaire frigate, Captain Charles Bullen, by which excellent officer he was selected to assist at the successful attack upon a French convoy in the Bay of Rosas, on the night of Oct. 31st, 1809 †. He obtained the

* See Nav. Chron. v. 35. p. 265 *et seq.*

† See Suppl. Part III. p. 159.

rank of lieutenant in Feb. 1812; and, after serving for some time in the Fame 74, Captain Walter Bathurst, was advanced to his present rank, Aug. 27th, 1814. He was an unsuccessful candidate for employment in the expedition sent against Algiers, in 1816.

The father of Commander Harness married, secondly, the widow of Admiral Robert Linzee: one of his sons is in holy orders, another in the corps of royal engineers.

ALEXANDER MERCADELL, Esq.

Is the son of a Minorca merchant. He was made a lieutenant on the 14th May, 1808; and advanced to his present rank, while serving as first of the Alcmene frigate, Captain Jeremiah Coghlan, Sept. 3d, 1814.

CHARLES GIDDY, Esq.

Was made a lieutenant on the 30th Sept. 1801; and served as such under Lord William Stuart, in the Lavinia frigate and Conquestador 74; from which latter ship he was promoted to the rank he now holds, Sept. 10th, 1814. He married, Aug. 2d, 1817, a daughter of the late Rev. G. P. Scobell, vicar of Sancreed and St. Just, Cornwall.

CHARLES PENGELLEY, Esq.

Obtained the rank of lieutenant in Feb. 1805; and subsequently served in the Hibernia 110, Foudroyant 80, Royal George 100, Shearwater 16, Fylla 22, and San Josef 114. During the operations against Genoa and its dependencies, in 1814, he commanded a division of the Anglo-Sicilian flotilla. We afterwards find him acting commander of the Guadaloupe 16. His promotion to that rank took place on

the 20th Sept. 1814. Since then he has held appointments in the Preventive and Coast-Guard services.

This officer married, Sept. 20th, 1811, Agnes, daughter of Mr. W. Jenney, of Truro, co. Cornwall.

WILLIAM LAUGHARNE, Esq.

A son of the late Captain Thomas Laugharne, R. N. and nephew of the late Vice-Admiral John Laugharne.

This officer was born at Poole, co. Dorset, Dec. 21st, 1785. He appears to have entered the royal navy in Jan. 1798, as midshipman on board the Barfleur 98, Captain (afterwards Vice-Admiral) James R. Dacres, under whom he also served in the Foudroyant 80. From that ship, after witnessing the surrender of Naples, in June, 1799, and the subsequent capture of le Généreux 74, la Ville de Marseilles, store-ship, and le Guillaume Tell 80, he followed the late Sir Edward Berry into the Princess Charlotte 38, and continued to serve under his command, in that ship and the Ruby 64, until the peace of Amiens. He next joined la Concorde 36, Captain Robert Barton; removed from her into the Tremendous 74, Captain John Osborn, at the Cape of Good Hope, in Feb. 1803; and was appointed by Sir Edward Pellew (now Viscount Exmouth) to act as lieutenant of the Cornwallis frigate, on the East India station, March 25th, 1805. His first commission bears date Nov. 14th, 1806.

Mr. Laugharne's subsequent appointments were to the Russel 74, flag-ship of Rear-Admiral W. O'Brien Drury; Rattlesnake sloop, Commander William Flint, in which vessel he returned to England; Southampton 32, Captain Edwards Lloyd Graham; Alcmene 38, commanded by the same officer, on the Mediterranean station; and to be his uncle's flag-lieutenant, at Malta, where he was serving when promoted to his present rank, September 23d, 1814.

Commander Laugharne has been twice married: first, in

Nov. 1818, to Louisa, daughter of retired Commander Peter Tait; and, secondly, in June, 1825, to Mary Emelia, daughter of the late Samuel Rawlings, of Charlton, co. Kent, Esq. His only brother, Lieutenant Thomas Laugharne, a most enterprising young officer, perished in the Jaseur brig, when crossing the Bay of Bengal, on his way to China, in Aug. 1809.

MITCHELL ROBERTS, Esq.

Obtained the rank of lieutenant in Aug. 1800; and repeatedly distinguished himself while serving under Captain E. Leveson Gower, in the Elizabeth 74, on the Mediterranean station. Among other official reports made by that officer, we find the following:

"*Off the River Po, April 29th,* 1813.

"Sir,—I have the honor to inform you, that the boats of the Eagle and Elizabeth fell in, off Goro, with a convoy of seven armed merchant vessels, laden with oil. Four of them were captured, and the other three ran on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three gun-boats, who opened a most galling fire.

"Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, much to the credit of Lieutenants Roberts and Greenaway, senior lieutenants of the Elizabeth and Eagle, under whose directions this arduous service was performed. They speak highly of Lieutenant Holbrook, of the Eagle, who was also there, and of all the petty-officers and men. I am happy to add, no person was hurt.

(Signed "E. Leveson Gower."

"*To Rear-Admiral Fremantle.*"

"*Off Omago, June 8th,* 1813.

"Sir,—Having information that the enemy were sending three vessels, loaded with powder, along the coast of Istria, and seeing vessels of the same description within the town of Omago, I stood in there; and when the Eagle and Elizabeth were within gun-shot, I summoned the town, which they refused to receive.

"After firing some time, the marines of this ship, under Captain Graham and Lieutenant Price, and of the Eagle, under Lieutenant Lloyd, drove the enemy out of the town. They had about 100 soldiers. The boats under Lieutenants Roberts, Bennett, Greenaway, and Hotham, destroyed a two-gun battery, and brought out four vessels, loaded with wine,

that had been scuttled. I am happy to say, that only one man was wounded; and the conduct of all the officers employed on this service was highly creditable.

(Signed) "E. Leveson Gower."

"*To Rear-Admiral Fremantle.*"

"*Fussano Roads, June 20th,* 1813.

"Sir,—Having information that some French gens-d'armerie, who organised the militia, and commissaries, who levied the contributions, resided at Dignano, opposite the Prioni islands, I detached fifty seamen, under Lieutenants Roberts and Bennett, the marines under Captain Graham and Lieutenant Price, and the boats with carronades, under Lieutenant Bernard. They took possession of the town at day-break this morning, made the French prisoners, and disarmed the militia. A surgeon, who fired out of a window at our people, was mortally wounded; this is the only loss on either side. Great praise is due to all the officers employed, and nothing could exceed the steadiness of the men.

"(Signed) "E. Leveson Gower."

"*To Rear-Admiral Fremantle.*"

Lieutenant Roberts continued in the Elizabeth, latterly commanded by Captain Gardiner H. Guion, until promoted to his present rank, Sept. 24th, 1814.

GEORGE GUY BURTON, Esq.

Brother of Captain Thomas Burton, R. N.

This officer was made a lieutenant on the 20th of Feb. 1805; and promoted from the Tonnant 80, Captain John Wainwright, to the command of the Wolverene sloop, Oct. 5th, 1814.

GEORGE PEDLAR, Esq.

Was presented with the Turkish gold medal, for his services during the celebrated Egyptian campaign. He obtained the rank of lieutenant in Jan. 1802; and distinguished himself on various occasions while serving as first of the Dragon 74, Captain Robert Barrie, on the North American station. His commission as commander bears date Oct. 12th, 1814.

ROGER ROBINETT, Esq.

Was made a lieutenant on the 1st Feb. 1806; and, after serving for several years in the flag-ship of the commander-in-chief at Plymouth, promoted to his present rank, Oct. 12th, 1814.

JOHN FORTESCUE MORGAN, Esq.

While serving as midshipman of l' Aigle frigate, Captain George Wolfe, was apprehended on a charge of murder, and, together with his commander and the late Earl of Huntingdon, tried and fully acquitted, in the summer of 1803*. He obtained the rank of lieutenant in Sept. 1806; and was made a commander on the 12th of Oct. 1814.

This officer married, Oct. 5th, 1815, Ann, eldest daughter of the Rev. H. Jebson, rector of Avon Dassett, co. Warwick.

HENRY KING, Esq.

Was made a lieutenant in Oct. 1802; and promoted to his present rank, while serving in the Seahorse frigate, Captain (now Sir James A.) Gordon, who thus speaks of him in his official letter to Sir Alexander Cochrane, reporting the brilliant proceedings of a squadron under his orders, in the Potowmac river, North America, in Aug. and Sept. 1814†.

"So universally good was the conduct of all the officers, seamen, and marines, that I cannot particularize with justice to the rest; but I owe it to the long-tried experience I have had of Mr. Henry King, first lieutenant of the Seahorse, to point out to you, that such was his eagerness to take the part to which his abilities would have directed him on this occasion, that he even came out of his sick bed, to command at his quarters, whilst the ship was passing the batteries‡; the two first guns pointed by Lieutenant King, disabled each a gun of the enemy."

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* See Vol. II. Part I. p. 315, *et seq.*

† See Vol. II. Part II. pp. 941—945.

‡ On her return from Alexandria.

FRANCIS TRUSCOTT, Esq.

Was the fifth son of the late Rear-Admiral William Truscott, and brother of the present Commander George Truscott*. He obtained his first commission in Aug. 1800; and served, during the latter part of the late war, as senior lieutenant of the Albion and Ramillies 74's, commanded by Captains John F. Devonshire and Sir Thomas M. Hardy, on the North American station; where he was promoted to the command of the Manly sloop, Oct. 22d, 1814.

This officer married, shortly after the latter date, Catharine, daughter of the Hon. Joshua Hutchison, one of H. M. Council at Bermuda; and died in Bury Street, St. James's, London, Dec. 29th, 1827.

JOHN GEORGE PHILLIPS, Esq.

Was made a lieutenant in Feb. 1805; and commander on the 22d of Oct. 1814.

JOHN SYKES, Esq.

Obtained the rank of lieutenant in July, 1796; and served as first of the Belvidera frigate, Captain Richard Byron, from Feb. 27th, 1810, until promoted to the command of the Variable sloop, Nov. 2d, 1814. The very active and successful manner in which the above ship was employed during the war with North America, has been stated in the memoir of her gallant captain †. We should therein have mentioned, however, that the Mars privateer, of 15 guns and 70 men, was destroyed, near Sandy Hook, by the boats of the Belvidera, Endymion, and Rattler, under the command of Lieutenant Sykes.

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* See p. 68. † See Vol. II. Part II. pp. 622—628.

JOHN FLEMING, Esq.

We first find this officer serving as master's-mate on board the Fisguard frigate, Captain (now Sir T. Byam) Martin, by whom he is mentioned, in an official letter to Sir John B. Warren, as having distinguished himself at the capture of a French gun-vessel, two armed chasse marées, and eight other vessels laden with supplies for the Brest fleet, June 11th, 1800 *. Twelve days afterwards, he assisted at the destruction of three batteries, mounting seven 24-pounders, situated on the banks of the Quimper river; and in the night of July 1st following, at the destruction of five national vessels (mounting altogether fifty guns) and fifteen others laden with valuable cargoes, lying under the protection of six heavy batteries at the south-east part of Noirmoutier, besides flanking guns on every projecting point of that island †. His first commission bears date Oct. 2d, 1800.

In 1806, the Committee of the Patriotic Fund voted Lieutenant Fleming a sword, for his gallant conduct in command of the boats of la Franchise frigate, Captain (now Sir Charles) Dashwood, at the capture of El Raposa, a Spanish national brig, in the bay of Campeachy. This brilliant exploit was thus officially reported to Vice-Admiral Dacres, commander-in-chief at Jamaica:

"*H. M. S. Franchise, off Campeachy, Jan. 7th,* 1806.

"Sir,—Having received information from a neutral, that several Spanish armed vessels had very lately arrived in the bay of Campeachy, and conceiving it practicable, from the local knowledge I had of that place, that they might be cut out without running much risk; I have presumed in consequence to extend the limits of the orders with which you honored me, and come to this anchorage; and although I am well aware of the great responsibility, yet, as it was undertaken solely with a view of forwarding the King's service, by distressing his enemies, so I have the vanity to hope it will be sanctioned with your high approbation.

"I have, therefore, the honor to report that I, last evening, anchored the Franchise in quarter-less four fathoms, a-breast the town of Campeachy; and as it was impossible, from the shallowness of the water, to

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* See Suppl. Part III. p. 322.

† See Vol. I. Part II. p. 493, *et seq.*

approach nearer to the shore than five leagues, I despatched the senior officer, Lieutenant John Fleming, accompanied by Lieutenant Peter John Douglas, the third ; Lieutenant Mends of the marines, and Messrs. Daly, Lamb, Chalmers, and Hamilton, midshipmen, in three boats, with orders to scour the bay, and bring off such of the enemy's vessels as they might fall in with. But from the distance they had to row, joined to the darkness of the night, and the uncertainty of their position, it was four o'clock in the morning before they could possibly arrive, long after the rising of the moon, which unfortunately gave the enemy warning of their approach, and ample time for preparation, even to the tricing up of their boarding nettings, and projecting sweeps to prevent the boats from coming alongside : although the alarm was thus given from one end of the bay to the other, and instantly communicated to the castle on shore, yet nothing could damp the ardour and gallantry of the officers and crew who had volunteered on this (as it ultimately proved) hazardous service; for that instant two of his Catholic Majesty's brigs, one of twenty guns, and one hundred and eighty men, the other of twelve guns and ninety men, accompanied by an armed schooner of eight, and supported by seven gun-boats of two guns each, slipped their cables, and commenced a most severe and heavy cannonading on the three boats, which must soon have annihilated them, had not Lieutenant Fleming, with great presence of mind, and unchecked ardour, most boldly dashed on, and instantly laid the nearest brig on board. He was so quickly supported by his friend, Lieutenant Douglas, in the barge, and Mr. Lamb, in the pinnace, that they carried her in ten minutes, notwithstanding the very powerful resistance they met with. The whole of this little flotilla pursued them for some distance, keeping up a constant fire of guns and musketry, which was so smartly returned both by the brig and boats, that they soon retired to their former position, leaving Lieutenant Fleming in quiet possession of his prize, which proved to be the Spanish monarch's brig Raposa, pierced for sixteen, but only twelve guns mounted, exclusive of cohorns, swivels, and numerous small arms, with a complement of ninety men, but only seventy-five actually on board; the captain, Don Joaquin de la Cheva, with the senior lieutenant, the civil officers, and a boat's crew, being absent on shore. She appears almost a new vessel, coppered, sails well, and, in my humble judgment, admirably calculated for His Majesty's service. It is with the most heartfelt satisfaction I have to announce, that this service was performed without the loss of a single man, and only seven slightly wounded. But I lament to say, that that pleasure is, in a great measure, damped by the great effusion of blood on the part of the enemy, they having had an officer and four men killed, many jumped overboard and were drowned, and the commanding officer and twenty-five wounded ; many of whom, I am sorry to add, are, in the surgeon's opinion, mortally. I have, therefore, from motives of humanity, sent the whole of them on shore with a flag of truce, where the brave, but unfortunate wounded, can be better taken care of,

which, I trust, you will approve. Lieutenant Fleming speaks in the highest terms of approbation of the prompt and gallant support he met with from Lieutenants Douglas and Mends, as well as the other officers and crew under his orders. Indeed there was not a man on board but was anxious to be of the party; and I am sorry I could not indulge Lieutenant Thomas John Peshall, the second; but his presence was absolutely necessary on board.

"To an officer of your discriminating judgment, I trust I shall stand excused if I take the liberty of recommending Lieutenant Fleming to your notice for his meritorious conduct on this occasion. He appears to me to be an officer of distinguished merit and bravery, and I understand he was highly respected by his late captain, the good, the amiable, and my gallant predecessor, the Honorable John Murray. I have the honor to be, &c.

(Signed) "C. DASHWOOD."

Lieutenant Fleming subsequently commanded the Bramble schooner, and Barbadoes sloop of war, both stationed in the West Indies; where he was at length promoted to his present rank, by commission dated Nov. 2d, 1814. On the 11th April preceding, he had captured the American privateer Polly, mounting one long 18-pounder and four long sixes, with a complement of 57 men. He afterwards, in the same sloop, added the following armed vessels to his list of prizes:

Fox, privateer schooner, 7 guns and 72 men, taken Jan. 11th; *Vidette*, letter of marque brigantine, 3 guns and 30 men, Feb. 15th; and *Avon*, privateer brig, 14 guns and 129 men, March 8th, 1815.

The Avon, (pierced for 22 guns,) mounted three long 24-pounders and eleven long nines. She sustained a short action with the Barbadoes, and had ten of her crew killed and wounded; the British, one officer and three men wounded.

We lastly find Commander Fleming assisting at the reduction of Guadaloupe, in Aug. 1815; on which occasion his conduct was highly praised by Rear-Admiral Sir Philip Durham.

RICHARD JOHN LEWIN, Esq.

WAS made a lieutenant on the 27th Dec. 1808; appointed to the Minerva frigate, Captain Richard Hawkins, Oct. 30th,

1812; and promoted to the command of the Electra sloop, while serving as first of the North-Star 20, Captain Thomas Coe, Nov. 4th, 1814.

He married, in Sept. 1825, Jane, relict of the late W. Plumer, Esq. M. P.; and died, at Plymouth, May 22d, 1827.

ROBERT BALLARD YATES, Esq.

Son of A. Nicholas Yates, Esq. formerly naval officer at Jamaica. He was made a lieutenant in Sept. 1800; and commander on the 15th Nov. 1814. He married, Oct. 16th, 1820, Mary Jane, youngest daughter of Major-General Charles N .Cookson.

CHARLES SEWARD, Esq.

Was wounded while serving as midshipman of the Majestic 74, Captain George B. Westcott, at the memorable battle of the Nile . He obtained the rank of lieutenant on the 31st Aug. 1801; and, we believe, served during part of the late war, under the flags of Earl St. Vincent and Sir W. Sidney Smith, in the Hibernia 110, and Foudroyant 80.

THOMAS MORGAN, Esq.

Was made a lieutenant in May, 1809; and commander on the 16th Dec. 1814.

RICHARD WEYMOUTH, Esq.

Was made a lieutenant in Feb. 1801 ; appointed first of the Thisbe 28, armed *en flûte*, bearing the flag of Sir Charles Hamilton, in the river Thames, Oct. 13th, 1813; and promoted to the rank of commander, Dec. 13th, 1814.

This officer was an active and useful member of the Bethel Union ; and compiler of the " Naval, Military, and Village

Hymn Book." He died at Devonport, after an illness of only twelve hours duration, in Aug. 1832, aged 51 years.

GEORGE GORDON, Esq.

Served as midshipman on board the Blanche frigate, Captain Sir Thomas Lavie, with whom he was wrecked and taken prisoner, near Ushant, in the night of March 4, 1807. On this disastrous occasion, about 45 seamen and marines perished; one-third of whom through drunkenness*. He was made a lieutenant on the 26th Nov. 1810; appointed to the flag-ship of the commander-in-chief at Plymouth, June 4th, 1811; and promoted from her to his present rank, Jan. 9th, 1815.

DAVID BOYD, Esq.

Was made a lieutenant on the 30th May, 1800. We first find him commanding the Gracieuse schooner, a tender to the flag ship of Vice-Admiral J. R. Dacres, on the Jamaica station, where, in company with the Gipsy schooner, he captured, after a running fight, the Spanish privateer schooner Juliana, mounting one long brass 18-pounder amid-ships, and four 12-pounder carronades, with a complement of 83 men, Dec. 27th, 1807. The enemy's loss consisted of eight men killed and six wounded; the British had only one man wounded.

Lieutenant Boyd subsequently commanded the Antelope and St. Lawrence schooners; in the former of which he returned home from Jamaica, about the close of 1809; and from the latter he was promoted to the command of the Alban sloop of war, Jan. 17th, 1815.

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* See Nav. Chron. Vol. 17. p. 319.

WILLIAM AUGUSTUS BAUMGARDT, Esq.

Obtained the rank of lieutenant in Nov. 1806; and commanded a division of boats belonging to the squadron under Captain (now Sir Jahleel) Brenton, at the capture of Pesaro, in the Gulf of Venice, April 23d, 1809. He subsequently assisted at the capture of Cesenatico; Lusin, an island on the coast of Croatia, on which occasion his gallant conduct was particularly spoken of; and the islands of Zante, Cephalonia, and Cerigo.* On the 25th April, 1810, he commanded the boats of the Spartan and her consorts, at the capture of an armed ship and three barks, under the castle of Terrecino†; and on the 3d May following, bore a distinguished part in Captain Brenton's action with the Neapolitan squadron and flotilla‡.

We next find this officer appointed to the Queen Charlotte, first rate, bearing the flag of Viscount Keith, on the Channel station. He obtained his present rank on the 28th Feb. 1815; afterwards acted, for about two months, as captain of the Madagascar frigate, at Sheerness; commissioned the Raleigh sloop, for the West India station, in Aug. 1818; invalided from her on the 10th Aug. 1820; and subsequently held the appointment of inspecting commander in the preventive service, at Exmouth, where he was superseded in 1825.

CHARLES CUNLIFFE OWEN, Esq.

Is the son of an attorney-at-law. He passed his examination in Nov. 1807; was made lieutenant into the Dreadnought 98, Captain William Lechmere, Feb. 13th, 1808; appointed to the Lake service in Canada, under Sir James Lucas Yeo, in 1813; and promoted to the rank of commander on the 28th Feb. 1815.

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* See Suppl. Part III. p. 350, *et seq.* † See *Id.* p. 123.
‡ See Vol. II. Part I. p. 268, *et seq.*

This officer married, Jan. 9th, 1821, Mary Peckwell, daughter of Mr. Serjeant Blossett.

PHILIP GEORGE HAYMES, Esq.

Was made a lieutenant on the 20th Nov. 1812; and appointed to the Royal Oak 74, bearing the flag of Lord Amelius Beauclerk, Dec. 30th following. After the abdication of Napoleon Buonaparte, he continued in the same ship, under the flag of Rear-Admiral (now Sir Pulteney) Malcolm; proceeded with that officer to Bermuda and the Chesapeake, acted as aide-de-camp to Major-General Ross during the operations against Washington and Baltimore, received the last words of that much lamented officer, and afterwards was attached to the late Major-General Gibbs, in the expedition against New Orleans*. He obtained his present rank on the 13th Mar. 1815.

JUSTINIAN BARRELL, Esq.

Great-grandson of the late General William Barrell, fifteen years colonel of the 4th (King's Own) regiment, governor of Pendennis Castle, &c. who died in 1749; leaving an only son, Savage Barrell, Esq. of Ashford, near Staines, who by his wife, the sister of General Rainsford, left issue three sons.

Mr. Justinian Barrell entered into the royal navy about the commencement of the French revolutionary war; and was a youngster on board the Brunswick 74, at the ever memorable battle of June 1st, 1794; on which occasion that ship was most dreadfully cut up, and sustained a far greater loss than any other of the British fleet; it amounted to no less than 44 officers and men slain, and 115 wounded: among the latter (and who soon afterwards died of his wounds), was her heroic captain, John Harvey, of whom we

* See Vol. III. Part. I, p. 4.

have spoken at p. 613 of Vol. I. Part II. From this period, Mr. Barrell served, without intermission, as midshipman and master's mate, of the Russell 74; Kingfisher sloop, in which vessel he witnessed the capture of the French brig Egalité, of 20 guns and 200 men, and le Général privateer, of 14 guns and 104 men, on the Lisbon station*; Kent 74, bearing the flag of Lord Duncan, in the expedition against the Helder (1799); Zebra bomb, Captain Edward Sneyd Clay attached to the Elsineur expedition, under Vice-Admiral Dickson, in 1800; Plover sloop, Captain Edward Galwey; and Santa Margaritta frigate, successively commanded by Captains Augustus Leveson Gower, Henry Whiteby, and Wilson Rachborne; until appointed by Admiral (afterwards Sir William) Young, acting lieutenant of the Dispatch, a fine new 18 gun-brig, in Aug. 1805.

Previous to the peace of Amiens, Mr. Barrell, while in charge of a prize, taken by the Plover, had a severe attack of yellow fever; and, after quitting the naval hospital at Barbadoes, was for some time a supernumerary on board the Melpomene frigate, Captain (now Admiral) Sir Charles Hamilton. In 1802, the Plover, owing to a strong lee current, which took the ship near six points out of her course, struck on Anegada reef, where she lay about thirty hours, during which her masts were cut away, her guns, carriages, and all heavy stores thrown overboard: she then floated, and by setting two small square sails, and steering with a raft which had been formed to save the crew in case of need, was got into Spanish Town Sound (island of Virgin Gorda), about nine leagues to leeward. From thence she proceeded to Jamaica, where Mr. Barrell, having passed his examination, and been recommended to Captain Gower, joined the Santa Margaritta, which ship returned home in Aug. 1803, and was subsequently employed on Channel service†.

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* See Vol. I. Part II. pp. 762 and 814.

† Captain Gower died at Port Royal, Jamaica, Aug. 22d, 1802, aged only 22 years: he was the fourth son of the late Rear-Admiral the Hon. John Leveson Gower.

In the winter of 1805-6, the Dispatch encountered a long and heavy gale in the Bay of Biscay, and Mr. Barrell was the only officer who would undertake to represent to her commander, now Captain Edward Hawkins, the necessity of throwing some of her guns overboard. On his taking charge of the deck at four P.M., he accordingly went down to the cabin, and suggested the propriety of so lightening the vessel in that manner, as the only means of securing her safety for the night: the reply was, "I will be up directly;" and in a short time, ten guns were engulphed: the brig then became like a perfect life-boat, and continued so during the remainder of the gale. We should observe that, previous to this, every thing had been done to lighten her aloft, even to the lowering of the main-yard to within a few feet of the booms.

The Dispatch formed part of the squadron under Rear-Admiral Sir Thomas Louis, at the capture of the French frigate le Presidente, Sept. 27th, 1806*, the only shot which hulled the enemy, during a cannonade of exactly an hour's duration, was the first fired, and that by Mr. Barrell.

After this cruise the Dispatch was commanded by Captain James Lillicrap, under whom Mr. Barrell continued to serve as acting lieutenant until the termination of the operations against Copenhagen, in 1807†; when we find him placed on Lord Gambier's list for promotion. On his return home, he was placed in charge of the Princess Caroline, a Danish 74, full of stores, at Spithead, where he remained some weeks, with never more than 200 men, including troops, on board; and at times with only half that number. During this period, the weather being very tempestuous, the ship frequently drove, brought both bowers a-head, and compelled him to let go the sheet anchor. He at length conducted her into Portsmouth harbour; and, a few days after she was dismantled, received

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* See Suppl. Part I. p. 176.

† See Suppl. Part. II. p. 227, *et. seq.*

a commission, dated Dec. 19th, 1807, appointing him lieutenant of the Dispatch. Between the date of his acting order and this, no less than 800 midshipmen had passed over his head, by being placed on the list of lieutenants. We know of no other instance in which an officer ever held an acting order for nearly two years and a half, the greater part of the time on the home station. During this period Mr. Barrell had been occasionally employed on boat service ; and on one occasion was nearly taken prisoner by a body of French troops, who came down to the beach unperceived, while he was endeavouring to bring off a grounded *chasse-marée*. In this instance, he appears to have behaved with great coolness, steering the boat, under sail, himself, and causing the whole of his crew to lie under the thwarts until out of danger.

In 1808, the Dispatch proceeded to the Jamaica station, where she continued under the command of Captain Lillicrap and his successor, Captain James Aberdour, for a period of three years. While there, Mr. Barrell, then first lieutenant, constructed a Pakenham rudder, with which the Brazen sloop of war was steered from Cape François, St. Domingo, to Port Royal, where it was ordered to be kept in the dock-yard for inspection. Previous to his return home, he had the temporary command of the Dispatch for three weeks in the Gulf of Maracaybo.

In Nov. 1811, the Dispatch having been paid off, Lieutenant Barrell joined the Loire frigate, then commanded by Captain Alexander W. Schomberg, but subsequently by Captains George W. Blaney and Thomas Brown, under which latter officer he served until appointed flag-lieutenant to Rear-Admiral Foote, at Portsmouth, in 1813. Up to this period he had been present at the capture and destruction of no less than thirty-nine French, Dutch, and Danish ships of the line, twenty-six frigates, eight corvettes, thirteen large brigs, one cutter, twenty-five gun-vessels, and several small privateers and row-boats.

On the 18th Feb. 1815, Rear-Admiral Foote struck his

flag; and on the 8th of the following month, addressed the secretary of the Admiralty as follows:

"Sir,—I request you will be pleased to lay before the Lords Commissioners of the Admiralty, the enclosed suggestions of my late flag-lieutenant, Justinian Barrell, on an improved mode of supplying and receiving stores.

"After much reflection, and some experience, I beg to assure their lordships that I most entirely coincide in opinion with Lieutenant Barrell, whose assiduity and uniform good conduct entitle him to my warmest commendation. I have the honor to be, &c.

(Signed) "E. J. Foote."

ENCLOSURE.

"*Rear-Admiral's Office, Portsmouth Dock-Yard, Jan. 31st*, 1815.

"Sir,—Having, under your direction, many occasions of observing the losses and delays in conveying stores of all kinds from the dock-yard to H. M. ships, and the desertion, drunkenness, and irregularities among the seamen sent for this purpose, I beg to lay before you what has naturally occurred to me, from the mode of conveying stores from the ordnance and victualling departments, although the advantage to the King's service is much more evident in the dock-yard stores, as will appear from the annexed Reference No. I.

"When stores are to be conveyed to foreign stations in ships of war, they are shipped in sailing lighters in a few hours by the dock-yard people, who are accustomed to the business; but the delays, confusion, and inconvenience incident to the warrant-officers drawing stores are so various, that they will most properly appear in Reference No. II.

"In my situation, it may appear presumptuous to pretend to calculate the additional number of lighters, or of labourers, to render ships' boats and seamen unnecessary; but from the rough sketch which is made in Reference No. III., some idea may be formed of the expence: still less is it in my power to estimate the loss of stores and boats, with their gear; or of men, by desertion, sickness, and the upsetting or swamping of ships' boats; but I am very much mistaken if those losses do not far exceed the expence proposed as a remedy.

"If the sending officers and men from Spithead to Portsmouth dock-yard, and the shipping of stores from thence in open boats, are attended with losses and delay, the performance of the same service at the Nore, in the Downs, and Cawsand bay, is still more objectionable. I have the honor to be, &c.

(Signed) "Justinian Barrell, Flag-Lieutenant."

"*To Rear-Admiral Foote.*"

REFERENCE NO. I.

" From the naval officers being unacquainted with the numerous and tedious forms required in the drawing and returning of stores (which are not even the same in all the dock-yards), much delay is caused to the party sent from the ship, and to those who issue the stores.

" Seamen sent to the dock-yard are deprived of their best meals; as it is impossible for men of different messes to take beef with them; or could it be cooked at the yard, if they did; on banyan days, pease only are boiled; and the privation of substantial food is often the cause of unintentional drunkenness; as a small quantity of strong beer will intoxicate a man whose stomach is empty.

" The men, in the winter months, frequently get wet early in the day; and not only remain so, but are obliged to sleep in wet cloaths, when prevented by bad weather from returning to their own ships, which causes desertion, drunkenness, and discontent.

" To prevent these and many other irregularities, all demands, after being 'approved,' and warrant officers' remains, should be lodged at the dock-yard, and the stores shipped by the dock-yard people, as in the ordnance and victualling departments; by which a ship would be completed in one-third of the time now taken by her own boats and their crews, whose daily labour frequently amounts to the loading one boat, which, after attempting to get off to the ship, is obliged to return with the stores damaged, and sometimes destroyed. I have seen eighty guineas' worth of oil and paint completely destroyed in one boat; but the loss of valuable lives is a much more serious consideration.

" Bills of lading and a counterpart should be sent off with the stores, to be signed by the commanding and warrant officers; those papers are printed, and now in use as warrants, and might in a very short time be filled up as bills of lading.

" The dock-yard stores are the most valuable part of a ship's equipment; and as sails, cordage, twine, &c. are materially injured by wet, or even by being put away in a damp state, their being taken on board the ship dry, without damage, and at a suitable time, is of great consequence, both in the preservation of the sea-store, and the expediting of the ship's equipment.

" The yard-vessels, to prevent embezzlement, may be each under the command of warrant-officers of good character, being in ordinary or borne on the check, the boatswain and carpenter of the ship fitting attending as the gunners are directed to do at the gun-wharf, by the 39th and 47th articles of the Port Orders; *viz.* ' Gunners only to attend at the shipping their stores at the gun-wharf, and sign indents, before the ships to which they belong proceed to sea. When gunners' stores are returned, the captain or commanding officer is to cause the hatches of the hoy to be safely locked, the key sealed up, and given to the master for delivery to the officer of the department on shore.'

"A boat may be sent to the yard for present-use stores *only*, to prevent delay, in the same manner as is in practice for obtaining a *small* quantity of provisions, when so large a vessel as a lighter is unnecessary; and great attention should be paid not to detain this boat, by giving her the preference, which would prevent the detention exceeding *one hour*.

"All condemned and unserviceable stores should be returned before ships begin to refit; the clerk of the survey frequently complains of stores being returned by ships' boats, at different periods, as opportunities offer; which makes the attendance of clerks necessary, when they should be on other duties, and occasions complex and irregular accounts."

REFERENCE NO. II.

"When many ships and vessels are receiving and returning stores (and I have known from thirty to forty ships' boats on this duty on the same day), it will occur without any neglect on the part of the dock-yard officers, or their clerks, that many warrant officers must be unattended to, as the store-keepers' clerks attend both the issuing and receiving of stores, and cannot serve more than *five* ships at one time.

"The duty to be performed at the dock-yard causes the boatswain and carpenter to be absent from their ship when fitting or refitting, though the service would be much expedited by the personal attention of the former to his duty *on board*; more particularly as the rigging in his absence, is often undesignedly cut out *to waste;* and the shipwrights and caulkers frequently require the carpenter to point out defects; and his presence is indispensable to their executing their duty properly.

"The men sent with these warrant-officers to the yard (more particularly from small ships and vessels) reduce the working strength *afloat* so much as very materially to retard the equipment of the ship.

"The warrant officers must get the demands signed by the master attendant, or builder, and clerk of the survey, at whose office, notes or warrants to the store-keeper and timber-master, for the delivery of the stores are given; and these warrants to be signed the same as the demands, and numbered at the present-use store.

"The warrant thus far completed, the warrant officers proceed to drawing their stores, considering they have no farther difficulty to experience; but they have still to learn where every article is issued: At the paint shop a document, unknown to them, is required, namely, "a note for the paint and oil from a clerk at the store-keeper's office," taken from the warrant.

"The warrant-officers, thus disappointed, go to the office for the clerk, whose duty, probably, has, at the same time, obliged him to be at the sail-loft, or at some of the store-houses, and are told that no other clerk can assist them without the direction of the store-keeper, who may be at the weigh-bridge, present-use store, or lot-yard; much time is lost by the warrant officers and their parties thus going over half the yard in quest of dock-yard officers, with whose persons they are unacquainted, and

finding that they are losing time, they determine to try to get some other article, very likely a boat; away they go with their parties to the boat-house (which is at a considerable distance from the store-keeper's office, and from many of the store-houses) where they are told they must go *back* to the lot-yard for a note, without which a boat cannot be delivered.

"Many stores, such as boats, boat-sails, plank, spars, treenails, wedges, tables, paint, oil, &c. are issued by persons at the store-houses, at a considerable distance from each other, "by notes" taken from the warrant, by clerks at different offices. It frequently happens that days, indeed weeks elapse, before the whole of the above-named stores are drawn; and, if the notes are lost (as is sometimes the case) a duplicate must be obtained; or if the articles are considered of little moment, and can be got off charge by expenditure, they shift without them, although they are solved on the warrant as delivered.

"The forms in returning stores are still more difficult. The foreman afloat, who is often examining some ship in the harbour, must be brought to attend with a survey clerk, a block-maker to examine the blocks, a black-smith to overhaul pins, hooks, thimbles, &c. labourers from the store-keeper's department to measure all cables, cordage, &c.; which is first to be inspected by a master-attendant; thus are the warrant officers pacing from place to place in search of people; frequently to no purpose. After the stores are thus examined and surveyed, a return note is made by the survey-clerk; this note the warrant officers have to get signed, and an issue-note or warrant, but numbered at the store-keeper's office, by an issuing clerk, whose duty has probably taken him from the office; when the note is completed, storekeeper's clerks receive the stores by it; many articles mentioned therein, the warrant-officers are told to take to distant parts of the yard, where they receive small notes for them, by which (being taken to the clerks) the stores are solved as returned. Many officers are not aware of such notes being required, and when they think they have done with the yard duty, they are often a day or two collecting them. The warrant officers being also ignorant of the particular places where stores are lodged, causes much delay; labourers employed in this duty would readily bring the proper persons to act together, and would know the store or place into which every serviceable or decayed article should be returned; the warrant-officers *only* attending to see the account taken of the stores.

"Only a few of the forms are here mentioned; there are many others too intricate to be described.

"Sea and Foreign stores can be shipped in one summer's day (and from three to five ships attended to at the same time) by persons acquainted with the routine; due attention being paid by the issuing departments; whereas this duty is seldom accomplished by the officers and men sent from the ships, in less than four days.

"Of the warrant officers tried by courts-martial, I believe two-thirds are for neglect or irregularity when on dock-yard duty."

REFERENCE NO. III.

"Seven lighters, of about sixty tons each, and one decked-boat belonging to the yard, were employed at Portsmouth dock-yard during the French war; instances frequently occurred in the winter time of one of these vessels being employed *three weeks* on a service, which might have been performed in less than one, if done under the direction of the dock-yard people. During this delay, other ships were using *newly drawn boats* in endeavouring to get their stores off.

"As so much more expedition would be used by the stores being entirely shipped by dock-yard people, there is reason to believe that no more lighters, or decked boats, would be required; at all events *four*, of about twenty tons each, to convey present-use stores to the large ships, and sea and foreign stores to the smaller vessels, would be sufficient.

"It is presumed that no more than sixty additional labourers would be required; all heavy work being now performed by convicts.

"Lighters of sixty tons burthen were, I believe, hired during the French war, at 28*l.* each, per month, and vessels from fifteen to twenty tons would probably cost from 12*l.* to 15*l.* each. These vessels might be built in the dock-yard, and two men borne on the yard books as riggers, attached to each, allowing the whole to be hired—

"Sixty labourers, at 17*s.* 6*d.* per week . . .	£2730
Four vessels, 15*l.* each, per month . . .	720
Per annum	£3450

"Of the many serious accidents which have befallen the crews of boats employed on dock-yard duty, the following came within the notice of officers now on the spot.

"Thirty-five men were lost in the Hibernia's launch, and fourteen in the Dreadnought's, at Plymouth, in 1808 and 1809. Fifteen were lost in the Bombay's cutter, in the Downs, in 1809. About fifteen in one of the Cæsar's boats, at Plymouth, in 1798. The Impetueux's cutter, full of stores, sunk alongside the Santa Margaritta, in Hamoaze, (on her way to Cawsand Bay); the boat, stores, and coxswain were lost. The Princess of Orange's launch, loaded with cordage, sunk in the Downs, in 1810; two men were drowned, and the boat, and stores were lost."

Extract of a letter from the carpenter of the Valiant 74, *to her captain, dated March* 8*th*, 1814.

"From Cawsand Bay, with the wind northerly, and tide of ebb, a launch is often two or three hours getting to the dock-yard, the boat's-crew wet and fatigued; by the time the old stores are landed, and laid

out for survey, it is eleven o'clock, the carpenter informs the clerk of the survey, his stores are ready for examination; he tells the carpenter to get the foreman afloat to attend, and by the time he is, one of his clerks shall be there. The carpenter then makes the best of his way to the foreman afloat's office, and finds no person there; he then is at a loss, and asks the first person he meets, who readily tells him he is gone afloat; perhaps he is on board the ship the stores belong to, to consult the carpenter about the defects. In the afternoon they all go on board, winter time, dark, wet, cold, and hungry, and often times obliged to bear up for the guard-ship, and lie in their wet cloathes all night, the ship's duty standing fast for want of men and boats; the rigging wants overhauling, provisions, water, beer, coals, &c. alongside the same day, and the commanding officer is under the necessity of sending some of the lighters away loaded, for want of hands to discharge them; the next day, if the weather permits, they are at the dock-yard again; perhaps the carpenter's stores are surveyed, and by the time the old stores are taken to their respective places, and warrant out from demand, and properly signed by the master shipwright, and clerk of the survey, it is time to go on board.

"The third day they are at the dock yard, and the warrant signed, the carpenter (a stranger) takes it to the store-houses; perhaps they tell him they are busy, and by the time he gets his plank, &c. they will serve him; that Mr. Richards will deliver the plank, Mr. Thomas the deals, and Mr. Randle the wedges and treenails: he is now at a loss to find either of those persons, as their duty calls them to many parts of the yard, neither he, nor any of his party know them if they meet them; and by this method it takes all the time the ship is refitting for the carpenter to draw his stores, and it is a mere impossibility that he can see the ship's defects made good; and it may be said, as to the defects, that the ship is refitting without a carpenter, as he scarcely sees her by day-light. Although there are many inconveniencies to the service by the above method of drawing stores, yet there is no blame to be attached to any individual; for the foreman afloat must go to his respective ships, &c.

"I beg leave to propose a plan, that if a carpenter of the navy was appointed to survey the old stores, with the survey clerk, the carpenter to whom the stores belong, would have no more to do than to leave the demand, &c. properly signed, and the captain of the ship to nominate the day, the stores to be ready. There is the former and latter parts of the day lost, and so is every blowing day: I can venture to undertake, with six yard labourers, to complete a 74-gun ship's stores in a day and a half, and so in proportion for other ships. If this should meet with approbation, the trial will be no expence, and in my humble opinion, the wear and tear of the boats, and their furniture, is more than double what will compensate for the labourers' wages, and every man will have his dinner warm and comfortable, which was not the case before

"The mode of drawing stores at Plymouth is so very different from

that at Portsmouth, that a person coming once in eight or fourteen months cannot know how to proceed.

"The following occurrence was related to me by the boatswain of the Scipion 74 :—

"The Scipion, being complete for Channel service, sailed from Portsmouth to Plymouth in the early part of July, 1812, where she was ordered to fit foreign; the seamen having been paid, the commander-in-chief requested the commissioner would send the stores off without any other men than the warrant officers attending from the Scipion; the warrants being ready, the warrant officers landed at the dock-yard at half-past one o'clock, and by six their stores were all shipped (filling three lighters) by yard labourers, and sent off to the ship; the next day several lighters and launches full of stores for foreign yards were sent off in the same manner; the warrant officers attending and indenting for the whole."

The manner in which this plan was received at head-quarters will be seen by the following letter :

"*Admiralty Office*, 10*th Mar.* 1815.

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 8th instant, enclosing one from Lieutenant J. Barrell, containing suggestions on an improved mode of supplying and receiving stores, I have their Lordships' commands to signify their direction to you to express to Lieutenant Barrell their Lordships' thanks for his communication. I am, &c. (Signed) "Jno. Barrow."

"*To Rear-Admiral Foote.*"

In a private letter to the same officer from Sir George Hope, then a Lord of the Admiralty, there is the following passage :

"Although there can be no occasion to adopt, during peace, the plan suggested by your flag-lieutenant, it is certainly a subject well worthy consideration for a future war."

Lieutenant Barrell was promoted to the rank of commander on the eleventh day after the date of Mr. Barrow's letter. We should here observe, that he became flag-lieutenant to Rear-Admiral Foote with the clear understanding that he was not to expect promotion would be the result of his holding that appointment; the rear-admiral having then a nephew and other young friends depending upon the exertion of his influence in their behalf.

This officer married, in 1811, Miss Townley.

BARTHOLOMEW KENT, Esq.

Eldest son of the late John Kent, Esq., many years a purser in the royal navy, who, in consideration of his long services, was, in 1803, appointed by Earl St. Vincent to the civil situation of steward of the royal naval hospital at Plymouth, where he died in 1827.

This officer's paternal grandfather married the eldest sister of the late Vice-Admiral John Hunter, many years governor of New South Wales; and grand-niece of the Lord Provost Drummond, of Edinburgh. His father's brothers were, William, captain of the Union 98, who died on board that ship, off the mouth of the Rhone, in Aug. 1812; and Henry, commander of the Dover 44, armed *en flûte*, who died on the coast of Egypt, in 1801. His maternal uncles were all brought up in the military service, viz. *Robert Wright*, a colonel of the royal regiment of artillery, who commanded that corps in Scotland, and served as aid-de-camp to the late Duke of Kent, in Nova Scotia and at Gibraltar, died in 1823 or 1824; *Peter*, a captain in the Hon. E. I. C. infantry, died of wounds received in battle at Ceylon; and *George*, now a colonel of the royal engineers. His surviving brothers, William George Carlile and Henry, are commanders in the royal navy*; another, John, late first lieutenant of the Thais frigate, died at Stonehouse, after a lingering illness of fourteen months, occasioned by over-exertion in his professional duties, Jan. 27th, 1816†. One of his cousins, Bartholomew Kent, first lieutenant of the Goliath 74, Captain (afterwards Sir Charles) Brisbane, was killed in a boat affair, under the batteries of Sable d'Ollone, in 1803; and another, Lieutenant Mark Kent, R. N., died at sea in 1828.

Mr. Bartholomew Kent, the subject of this memoir, commenced his naval career, at the age of thirteen years, under the auspices of the late Vice-Admiral Sir William Mitchell, and served with that officer and Captains the Hon.

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* See p. 161. † See *Nav. Chron.* v. 35, p. 176.

Alan Hyde (afterwards Viscount) Gardner, the Hon. John Murray, and Theophilus Jones, in the Resolution 74, and Atlas 98, attached to the Channel fleet, until the termination of hostilities in 1801. He then joined the Buffalo store-ship, commanded by his uncle, Captain William Kent, and destined to New South Wales; where, in April 1803, he received an appointment to act as lieutenant, which was confirmed by the Admiralty on the 2d May, 1804.

The Buffalo was principally employed in conveying supplies to our settlements in that distant quarter, and surveying some of the South Sea islands. In June 1805, Mr. B. Kent was appointed first lieutenant of the Investigator sloop, then about to sail for England; and on that ship being paid off, in Jan. 1806, he immediately joined the Thames frigate, Captain Brydges W. Taylor, employed in the blockade of Boulogne.

After an ineffectual attempt to destroy the enemy's invasion flotilla, by means of rockets, on which occasion Lieutenant Kent commanded a boat, the Thames was sent, with the Phœbe frigate in company, to Iceland, for the protection of the Greenland fishery; but she had not the good fortune to fall in with any of the enemy's cruisers. On her return home, about Mar. 1807, Lieutenant Kent was appointed first of the Hussar 38, Captain Robert Lloyd, in which ship he was present at the bombardment of Copenhagen, and the consequent surrender of the Danish navy, Aug. and Sept. 1807.

The Hussar was subsequently employed, for eighteen months, in the West Indies and on the Halifax station, where she appears to have captured four letters of marque. On her being ordered home, Lieutenant Kent followed Captain Lloyd into the Guerriere 38, in which frigate he continued, under Captains Samuel John Pechell and James Richard Dacres, until she was captured by the United States' ship Constitution, after a severe action, Aug. 19th, 1812. On this unfortunate occasion he was wounded by a splinter, but continued to assist his captain until the end of the conflict: his readiness to lead on the boarders, and his gallant

exertions throughout the whole affair, were duly acknowledged, as will be seen by reference to Vol. II. Part II. p. 974 *et seq.*

Previous to this unlucky rencontre, the Guerriere had been one of the most successful cruisers on the North American station, having, amongst other prizes, taken three vessels with very valuable cargoes, from Bourdeaux, for a breach of the Orders in Council.

About a fortnight after their arrival at Boston, the captain, surviving officers, and ship's company of the late Guerriere, were exchanged and sent to Halifax, where they underwent the usual trial by court-martial, and obtained an honorable acquittal. This ordeal over, Lieutenant Kent was preparing to return home, but had not completed his arrangements when he was sent for by Admiral Sir John B. Warren, and informed that it was his intention to retain him on the station, and that he had accordingly appointed him to the command of the Nova Scotia brig, formerly an American privateer; in which vessel, during the winter of 1812, we find him employed in convoying the trade between Halifax and New Brunswick, and cruising in the Bay of Fundy.

In June 1813, Lieutenant Kent was sent home, with the despatches announcing the capture of the American frigate Chesapeake; and on his arrival in England, the Nova Scotia having been rated a sloop of war, he appears to have been superseded in the command of that vessel by the present Captain William Ramsden. Being then placed on the Admiralty list for promotion, in North America, he immediately returned thither, and had the gratification to find that his friend Captain Robert Lloyd, having joined the fleet on that station, in the Plantagenet 74, had applied for him to be appointed his first lieutenant; a request most readily granted.

After cruising for some time amongst the West India islands, in quest of the large American frigates, the Plantagenet was attached to the Jamaica station, then again recently become a separate command. In consequence of this arrangement, Lieutenant Kent reluctantly left that ship, in order not to lose his chance of an Admiralty vacancy, and

was appointed first of the Asia 74, Captain Alexander Skene. He subsequently joined the Tonnant 80, bearing the flag of the Hon. Sir Alexander I. Cochrane, from whom he received an appointment to command the Weser troop-ship, dated Dec. 24th, 1814*.

At this period, Lieutenant Kent was actively employed in the arduous service of disembarking the army, destined against New Orleans; and during the disastrous military operations in that quarter, we find him on shore, at the "Fishermen's Huts," assisting Captain Thomas Ball Sullivan in the superintendence of the naval department. On the 22d Jan. 1815, he assumed the command of the Weser, in which ship he was present at the capture of Mobile, and afterwards employed in bringing home from Quebec the seamen who had been serving on the Canadian Lakes. The Weser was paid off at Portsmouth, Oct. 27th, 1815.

Commander B. Kent married, Aug. 23d, 1823, Penelope Percival, only surviving child of his uncle Commander Henry Kent. In 1831, he had a severe attack of erysipelas, and his life, for some time, hung on a thread. This disease first attacked his young cousin and guest, Mr. George Collier Kerr, who ultimately recovered; but Mrs. Kent and the father of the youth, Captain Alexander R. Kerr, C. B., in the course of one short week, unfortunately fell victims to it.

SILAS THOMSON HOOD, Esq.

Passed his examination in Mar. 1808, and was made a lieutenant on the 19th Dec. 1809. We first find him serving in the Bacchante frigate, Captain (afterwards Sir William) Hoste, by whom he was often highly eulogised for his gallant conduct, on the Mediterranean station. In Sept. 1812, he "most ably seconded" Lieutenant (now Captain) Donat H. O'Brien, in a successful attack upon an enemy's convoy, from Barri bound to Venice; and in Jan. 1813, at the capture of five gun-vessels, near Otranto†. On the 14th of the follow-

* Confirmed by the Admiralty Mar. 29th, 1815

† See Suppl. Part IV. pp. 278 and 280.

ing month, he received a severe contusion, by a fall, while commanding the barge of the same ship at the capture of l'Alcinous, mounting two long 24-pounders, with a complement of 45 men—his own party only 23 in number. On the 21st April in the same year, he assumed the duty of senior lieutenant; and on the 15th May, commanded a detachment of seamen and marines at the destruction of the castle of Karlebago *. On the 12th June, 1813, Captain Hoste addressed an official letter to Rear-Admiral Fremantle, of which the following is a copy:

"Sir,—At day-light this morning, an enemy's convoy were discovered under the town of Gala Nova, on the coast of Abruzza; as I was six or seven miles to leeward of them, with a light breeze and a current against me, I thought it best to detach the boats, with discretionary orders, to the first lieutenant, Hood, either to attack them, or wait till I arrived. He found the enemy much stronger than was expected, consisting of seven large gun-boats, each mounting one eighteen-pounder in the bow, three smaller gun-vessels, with a four-pounder in the bow, and fourteen sail of merchant-vessels under their convoy, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach, with two field-pieces. This was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger and to despise it have so frequently shewn; and never was there a finer display of it than on this occasion. The boats as they advanced were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss.

"The troops on the beach, which the French officers mention as amounting to upwards of one hundred men, fled on the first fire; and the field-pieces were destroyed by our marines. Our boats were now in possession of the convoy, laden with oil, many of which were aground, and our men were exposed to a scattered fire of musketry, whilst employed in getting them afloat.

"I beg leave to recommend Lieutenant Hood to the notice of the commander-in-chief in the strongest manner. I am unable to do justice to his merit: he speaks in the highest possible terms of Lieutenant F. Gostling; Lieutenant Webb (acting), who distinguished himself so much in the Bacchante's boats in January last, with the Corfu flotilla; Lieutenants Holmes and Haig, royal marines; Messrs. Rees, Rous, Hoste,

* See Vol. II. Part I. p. 477.

Farewell, Waldegrave, Langton, M'Kean, and Richardson; and every seaman and marine employed.

"I regret to say we have suffered severely, though not so much as might have been expected from the superiority of force, and the obstinacy of the contest. Two seamen and one marine killed, five seamen and one marine wounded.

"This was a Neapolitan flotilla from Ancona bound to Barletta, under the direction of French officers, and commanded by a lieutenant de vaisseau, Knight of the Order of the Two Sicilies, who is a prisoner on board, with several other officers and men. I have the honor to be, &c.

(Signed) "W. Hoste, Captain."

The services subsequently performed by the Bacchante are stated in our memoirs of Sir William Hoste and Captain Francis Stanfell. Her gallant first lieutenant was promoted to the rank of commander on the 27th April, 1815; and some time afterwards granted a pension for the injury he received in Feb. 1813, by which he became eventually deprived of the use of both his legs. He married, in Feb. 1822, Catharine, eldest daughter of the late Rev. W. Hamilton, D. D.

HENRY BOYES, Esq.

Was made a lieutenant in Jan. 1803; and commander on the 11th May, 1815.

JAMES BAYNTON GARDNER, Esq.

Was made a lieutenant in Aug. 1803; and commander on the 13th June, 1815. He died at Paddington, Jan. 18th, 1823, aged 39 years.

JOHN SCOTT, Esq.

Obtained the rank of lieutenant in May, 1805; that of commander on the 13th June, 1815; and married, in the latter year, Miss Cole, of Waltham, co. Essex.

EDWARD STONE COTGRAVE, Esq.

Son of the late Captain Isaac Cotgrave, R. N. This officer served as midshipman under his father, in the Gannet

sloop, on the Downs station. He obtained the rank of lieutenant in Jan. 1806; a pension for the loss of an eye, Oct. 8th, 1808; and a commission, appointing him to the command of the Pylades sloop, June 13th, 1815. Previous to this he had served under Captains the Hon. Anthony Maitland and Nagle Lock, in the Pique frigate and Jaseur sloop. He married, in Feb. 1824, Alicia Mary, eldest daughter of the late William Scott, of Camden Place, Bath, Esq.

NICHOLAS ALEXANDER, Esq.

Brother to the late Captain Thomas Alexander, C. B., who died at Rangoon, during the operations against Ava, in Nov. 1825.

This officer was a midshipman on board the Desirée frigate, Captain Henry Inman, at the battle of Copenhagen, April 2d, 1801; and obtained the rank of lieutenant May 18th, 1806. His subsequent services are thus briefly stated in a memorial addressed to the Admiralty, Feb. 3d, 1815:

"He has been twice badly wounded on boat service. He was at the capture of Flushing, attached to the flag-ship of Sir Richard J. Strachan, and served under him as a lieutenant for three years. He suffered severely from the Walcheren fever, and is still labouring under its effects. He was employed in the different attacks made on the American flotilla, towns, store-houses, &c. &c. in the months of April and May, 1813, in the Chesapeake, on which service he was the senior lieutenant. For his conduct on these occasions he received the public thanks of Rear-Admiral Cockburn. He was the senior lieutenant commanding a division of boats in the different attacks made on the Baltimore flotilla in the Patuxent, under the orders of Captain Robert Barrie. He was employed on shore at Parker's Point, in the Chesapeake, in command of the advance, consisting of only 38 marines and a few seamen, when charged by 120 of the United States' regular cavalry, supported by 500 infantry with field-pieces; he succeeded in dismounting twenty, killing two, wounding several, and taking two prisoners, without any loss to the party he had the honor of commanding. He was personally engaged with one of the cavalry, whom he wounded and disarmed; for which service he received the approbation of the rear-admiral. He commanded a division of boats at the attacks of forts Peter and St. Mary's, as senior lieutenant. He is at present em-

ployed at Cumberland Island. He has lost two brothers in the military service of his country. &c. &c.

(Signed) "Nicholas Alexander, first lieutenant H. M. S. Dragon."

Lieutenant Alexander's memorial was backed by a letter to the following effect:

"*Dragon, Chesapeake, Feb. 4th*, 1815.

"Sir,—I have received your letter of yesterday's date, and will have much pleasure in forwarding your memorial through the commander-in-chief; at the same time testifying my full approbation of your general and private conduct while serving under my command; also of your having been always a cheerful volunteer whenever service of danger has presented itself.

(Signed) "Robert Barrie, Captain of H.M.S. Dragon, and senior officer."

Lieutenant Alexander obtained the rank of commander on the 13th June, 1815; and married, in the same year, Susannah, daughter of Mr. William Legrand, of Cork.

JOHN UNDRELL, Esq.

Was wounded, while serving as midshipman on board the Prince of Wales 98, bearing the flag of Sir Robert Calder, in action with the combined fleets of France and Spain, July 22d, 1805. He obtained a lieutenant's commission in Sept. 1806; served as such under Captains George Pigot, and (now Sir) Edward Codrington, in the Blossom sloop, and Blake 74, on the Lisbon and Mediterranean stations; and subsequently acted as commander of the Jalouse, Rinaldo, and Shark, sloops. He was advanced to the rank of commander on the 13th June, 1815.

JAMES MANGLES, Esq.

Fellow of the Royal Society, and a Member of the London Geographical Society.

This officer served the whole of his time as midshipman, under Captain (now Vice-Admiral) Donnelly, in the Maid-

stone and Narcissus frigates, of which latter ship he was appointed an acting lieutenant, at the Cape of Good Hope, in 1806. He had previously distinguished himself at the attack of some French vessels lying in Hieres Bay*; and he also participated in the subsequent operations in the Rio de la Plata. On his return home, he was confirmed by commission, appointing him to the Penelope frigate, Captain W. R. Broughton, dated Sept. 24th, 1806. In this ship, latterly commanded by Captain John Dick, he served on the Halifax station; and at the reduction of Martinique, by the forces under Sir Alexander Cochrane and Lieutenant General Beckwith, Feb. 1809†.

Lieutenant Mangles' next appointment was to the Boyne 98, fitting out for the flag of Sir Harry Neale, whom he followed from that ship into the Ville de Paris 110, and served under as flag-lieutenant until after the grand naval review, by the allied sovereigns, at Portsmouth, in 1814. He then joined the Duncan 74, bearing the flag of Sir John P. Beresford, and served as first lieutenant of that ship until appointed by Sir Manley Dixon, acting commander of the Racoon sloop, at Rio Janeiro, in the beginning of 1815. On his return to Plymouth, after escorting part of the Brazilian trade to Bristol, he was superseded; but soon afterwards promoted to the rank he now holds, by commission dated June 13th, 1815. He subsequently travelled upwards of four years, in company with Commander (now Captain) the Hon. Charles Leonard Irby; and, in Aug. 1823, jointly with that officer, produced a most interesting work, entitled "Travels in Egypt and Nubia, Syria and Asia Minor, **PRINTED FOR PRIVATE DISTRIBUTION**‡." This production, not now within our reach, it having been lent to a friend of the parties just before his demise, was thus handsomely spoken of in the London Literary Gazette, Nov. 1st, 1823.

"The work of these two gallant officers is alike honorable to their

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* See Vol. I. Part II. p. 665*.

† See Vol. I. Part I, p. 264.

‡ See Vol. III. Part. II. p. 4. *et seq.*

spirit and talents. Imbued with a laudable thirst for knowledge, and inspired with a love of science, when their own noble profession no longer claimed their exertions, they adventured forth in search of information in lands where it is most difficult of attainment. They found, as every one will find who engages in literary and scientific pursuits, increase of appetite grow with what it fed on; and during four years and a half they devoted themselves to travel and inquiry, principally in the interesting regions to an account of which these pages are addressed. They saw much, and examined into many curious matters; and they have told what they saw, and described what they examined, in a way which would do credit to professed writers, and thus produced a book altogether of a very entertaining and intelligent character."

THOMAS MONTGOMERY, Esq.

Nephew to Lieutenant-General Lord Blayney. He served as midshipman on board the Ganges 74, Captain Thomas F. Fremantle, at the battle of Copenhagen, April 2d, 1801; obtained the rank of lieutenant on the 1st of Oct., 1806; and afterwards served in the Hyacinth sloop and Marlborough 74, the latter ship commanded by Captain (now Sir Graham) Moore. He was promoted to his present rank on the 13th of June, 1815.

WALTER WINDEYER, Esq.

Was made a lieutenant on the 21st of Oct., 1806; appointed to the command of the Olympia cutter, Feb. 13th, 1812; promoted to his present rank on the 13th of June, 1815; and subsequently employed in the ordinary at Portsmouth.

ROBERT STREATFIELD, Esq.

Obtained the rank of lieutenant on the 6th of Nov. 1806; and was made a commander, June 13th, 1815.

HENRY WILLIAM SCOTT, Esq.

Was made a lieutenant in May, 1807; appointed to the Crane sloop in Mar. 1811; and promoted to the rank of commander, while serving as first of the Tonnant 80, Captain Edward Pelham Brenton, June 13th, 1815. He married, in 1830, Ann, eldest daughter of Isaac Lane, of Ewell, co. Surrey, Esq.

PETER MAINGY, Esq.

Was made a lieutenant in Sept. 1807; advanced to his present rank on the 13th of June, 1815; and appointed an inspecting commander, in the coast guard service, July 6th, 1830.

GEORGE DOUGAL, Esq.

Is the son of a London merchant, who, after his retirement from business, in 1788, resided for many years at Sunderland. His grandfather was a clergyman of the Scotch church.

This officer appears to have been born at London, on the 2d Oct. 1778; and, when fourteen years of age, placed in the office of the Comptroller of the Customs; but having imbibed an ardent predilection for a sea life, he was soon afterwards bound apprentice to the owners of a ship employed in the coal trade. After making a few voyages between Shields and the river Thames, he embarked on board a brig, and visited Archangel, Riga, and other Russian ports. In Dec. 1796, he became midshipman of the Hon. East India Company's ship Hindostan; and on his return home, after a trip to Bombay and China, (during which he was, together with twelve other persons, struck down by lightning,) engaged as third mate on board the Experiment, a large West Indiaman; from which ship he was pressed on board the Brunswick 74, Captain William Gordon Rutherford, June 27th, 1799. The

yellow fever was then raging at Jamaica; many of the Brunswick's officers and crew had fallen victims to it; and as she had but few midshipmen left, Mr. Dougal was at once placed on her quarter-deck. In Mar. 1800, he followed Captain Rutherford into the Decade frigate; from which ship we find him paid off, at Portsmouth, Oct. 7th, 1802. Previous to this he had witnessed the surrender of Curaçoa, assisted in cutting out several vessels on the coast of the Spanish Main, and been, on one occasion, no less than fifteen days in an open boat, endeavouring to regain his ship, which had suddenly left her station off Porto Cabello. During this time, provisions running short, he was obliged to go on shore at various places to procure some, and once obliged to fight his way to the beach, having been surprised by a party of cavalry.

Being soon tired of an idle life, Mr. Dougal next embarked on board the Trusty, a frigate-built Guineaman, which ship, after seven months' service on the African coast, proceeded with 400 slaves to Jamaica, where her cargo, the original cost of which was about £5,600., sold for no less than £26,000. The late Dr. M'Leod, surgeon of the Alceste frigate, during Lord Amherst's embassy to China, was then one of Mr. Dougal's fellow voyagers.

After his arrival at Kingston, the subject of this memoir, being second mate of the Trusty, was employed for about six months, in the command of a droger, bringing rum and sugar from various parts of Jamaica. When the ship was loaded and ready to return home, she anchored at Port Royal, to wait for convoy. Her commander there associated with a number of naval officers, and, one night, returning on board in a state of inebriety, was so very abusive to Mr. Dougal that he could not avoid resenting it. In the heat of passion, the skipper ordered a boat to be manned, went on board the Theseus 74, and asserted that he was in danger of being murdered. His unoffending officer was consequently sent for, and next morning questioned as to the nature of the quarrel which had taken place; his ungarbled version of the affair received credit, and he was immediately ordered to do

duty as master's-mate. A few days afterwards, he lost the sight of his right eye, occasioned by one of the marines firing a musket close to him, whilst he was in the act of preventing a drunken man from falling over the gangway.

The Theseus, successively commanded by Captains John Bligh, Edward Hawker, Francis Temple, and B. Dacres, was paid off, at Chatham, Sept. 22d, 1805. A narrative of her proceedings, while bearing the flag of Rear-Admiral J. R. Dacres, during a hurricane, in which she was dismasted and obliged to throw many guns overboard, is given in the Naval Chronicle, vol. xii. p. 477 *et seq.* Shortly after her return in that state to Port Royal, she lost at least 100 men by yellow fever.

From the Theseus, Mr. Dougal was removed into the Powerful 74, Captain Robert Plampin, with whom, however, he did not go to sea. We afterwards find him serving as master's-mate of the Sampson and Diadem 64's, successively bearing the flag of Rear-Admiral Stirling, by whom he was appointed, April 22d, 1807, to the command of the Dolores schooner, recently captured at Monte Video, which vessel he gallantly and successfully defended against two others of the same description and force, sent from Buenos Ayres purposely to attack him. He was subsequently employed in battering the sea defences of that city; and after the failure of the attack thereon, by Lieutenant-General Whitelocke, ordered on board the Princessa, an old Manilla galleon, selected to convey 400 men of the 71st regiment, with their wives and children, to England. That ship sailed from the Rio de la Plata on the 13th Sept. 1807, and on the 24th was abandoned, in consequence of her being in a sinking condition.

During the next four months, Mr. Dougal was a supernumerary on board the Africa 64, Captain (now Sir Henry W.) Bayntun. On his arrival in England, he received intimation that he was at liberty to go where he pleased; nor could he recover one farthing of pay for the time he had served in the Princessa and Africa:—the Navy Board said they had nothing to do with the former ship, she being a transport; the

Transport Board would not recognize her as ever having been one.

Once more at his own disposal, Mr. Dougal thought of again entering into the merchant service; but, on due consideration, thought it right to make an effort to obtain a lieutenant's commission; and, although he had previously passed, underwent a second examination at Somerset House. He then memorialized the Admiralty, and, in about three months afterwards, was promoted into the Sarpen sloop, by commission, dated June 8th, 1808. This vessel, successively commanded by Captains James Gifford and J. Sanderson Gibson, was attached to the Walcheren expedition, afterwards employed in the North Sea and Baltic, and paid off Dec. 22d, 1809.

Lieutenant Dougal's subsequent appointments were, April 6th, 1810, to be first of the Apelles sloop, Captain Thomas Oliver; and Jan. 15th, 1813, to the Espiegle, Captain John Taylor. The former vessel, while under the command of Captain Frederick Hoffman, ran on shore under the batteries to the westward of Boulogne, May 3d, 1812, on which occasion Lieutenant Dougal and several of her crew were wounded *. The latter sloop was employed on the West India station, from whence she returned home in Mar. 1814.

The subject of this memoir was made a commander on the 13th June, 1815; since which he has not been able to obtain employment.

GEORGE WOODS SARMON, Esq.

Was made a lieutenant on the 20th Sept. 1808; appointed to the Majestic 58, Captain John Hayes, April 17th, 1813; and promoted to his present rank, June 13th, 1815.

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* See Vol. III. Part II. p. 366.

HENRY RALPH ROKEBY, Esq.

The family of Rokeby, Rokesby, or Rooksby, as variously spelt in the uncertain orthography of former times, is of very high antiquity. It derives its name from a lordship in the north riding of Yorkshire, where it flourished in feudal splendour and hospitality for many ages. In the days of chivalry and border warfare, it was much distinguished; and many of its members appear, during that period, to have received the honor of knighthood. In 1408, Sir Thomas, or, as some writers term him, Ralph Rokeby, being then sheriff of his native county, routed and slew Percy, Earl of Northumberland, at the battle of Bramham-moor. That powerful and restless chieftain, exasperated at the death of his son, Hotspur, had taken arms against Henry IV., and to his defeat that monarch was in a great degree indebted for the security of his throne. The civil war which wasted the patrimony of so many old houses, was particularly disastrous to that of Rokeby. Adhering with hereditary loyalty to the crown, it ardently supported the royal cause, and its fortunes decayed with it. The antique mansion, with the ample domain attached thereto, which had continued in the male line from the reign of the Conqueror, fell a sacrifice to the fines, confiscations, and other exactions levied by the successful party, and at length was altogether alienated.

The Rev. Langham Rokeby, of Arthingworth, in Northamptonshire, a place acquired by the marriage of one of his ancestors with an heiress of the Langhams, of Cottesbrooke, about the end of the 17th century, is now the representative of this ancient race, and the subject of the following short sketch is the second son of that worthy divine.

Mr. Henry Ralph Rokeby entered into the royal navy as midshipman on board the Royal George, first rate, Captain (afterwards Admiral) John Child Purvis, towards the conclusion of the French revolutionary war, in 1801. He next served in the Prince of Wales 98, bearing the flag of Sir Robert Calder, and was present at the capture of two line-of-battle ships, forming part of the combined fleets of France and

Spain, July 22d, 1805. We afterwards find him in the Endymion frigate, Captain the Hon. Thomas Bladen Capel, attached to the squadron employed against Constantinople, under Sir John T. Duckworth, in 1807. He passed his examination for lieutenant in July 1808; obtained a commission on the 27th of Jan. 1809; and subsequently served under Captains Pulteney Malcolm, in the Donegal and Royal Oak 74's; John Sprat Rainier, in the Norge 74; Sir Michael Seymour, in the Hannibal, of similar force; the present Sir George Martin, in the different ships bearing his flag while commander-in-chief on the Lisbon station; and Captain Nathaniel Day Cochrane, in the Orontes frigate.

THOMAS WHITAKER, Esq.

Lost the sight of an eye while serving as midshipman, occasioned, we have been told, by a biscuit thrown at him while skylarking in the cockpit berth of a 74. He obtained the rank of lieutenant on the 22d Dec. 1809; was fourth of the Kent 74, Captain Thomas Rogers, in one or two slight skirmishes with the Toulon fleet, in 1812; and lost a gallant messmate, Lieutenant Robert Watson, while engaged with the enemy at Ciotat, near Marseilles, June 1st in that year. The Kent having been paid off in Jan. 1813, he was appointed, Sept. 16th following, to the Queen 74, Captain Lord Colville. His commission as commander bears date June 13th, 1815.

HENRY BROWNE MASON, Esq.

Is of an old Hertfordshire family, and connected with the late Earls of Winchelsea. He was born on the 26th April, 1792.

This officer entered into the royal navy as midshipman on board the Prince 98, Captain Richard Grindall, in Dec. 1803; and served under that officer at the glorious battle of Trafalgar. Subsequent to that great event, he was placed with

Captain William Hoste, in the Amphion frigate, on the Mediterranean station. In Mar. 1809, while conducting a prize to Malta, he was taken prisoner by two French privateers, off the coast of Dalmatia, and placed under restraint at Zara. From thence he was transferred to Ancona, and after a subsequent confinement at Briançon, removed to Verdun-sur-Meuse. There he remained, on parole of honor, until Aug. 1810, when, in consequence of misconduct on the part of other midshipmen, we find him closely confined in the prison within the citadel. Being thus absolved from his parole, he considered it a point of duty to attempt escape; and after repeated trials and disappointments, during four months, he at length succeeded in reaching England, *via* Holland, disguised as a peasant, Jan. 1st, 1811. On the 2d of the following month, he was promoted; and subsequently appointed to the Dreadnought 98, and America and Kent 74's; in which ships he served under Captains Samuel Hood Linzee, Josias Rowley, and Thomas Rogers, until the latter was put out of commission, on her return from the Mediterranean, in Jan. 1813. His last appointment was, June 28th in the same year, to the Forth frigate, Captain Sir William Bolton. He obtained the rank of commander on the 13th June, 1815.

RICHARD COPELAND, Esq.

Passed his examination in May, 1811; obtained the rank of lieutenant on the 11th Dec. following; an appointment to the Cygnet sloop, Captain Robert Russell, Feb. 11th, 1812; and a commander's commission on the 13th June, 1815. He has since been employed, for several years, in surveying various parts of the Mediterranean.

This officer is the author of "An Introduction to the Practice of Nautical Surveying, and the Construction of Sea-Charts, Illustrated by thirty-four Charts; translated from the French of C. F. Beautemps Beaupré, Hydrographer of the French Marine; with an Appendix, containing Dalrymple's Essay on the most commodious methods of Marine

Surveying, and the description of Observations by which the Longitude of Places on the Coasts of Australia, &c. have been settled, by Captain Matthew Flinders, R. N."

WILLIAM GORDON, Esq.

Was made a lieutenant on the 21st Mar. 1812, and promoted to the rank of commander June 13th, 1815.

JOSEPH EASTWOOD, Esq.

Passed his examination, and was appointed lieutenant of the Pluto sloop, Captain R. Janverin, in Jan. 1809. He subsequently served under Captains John Serrel and Lucius Curtis, in the Helder and Madagascar frigates. His commission as commander bears date Jan. 23d, 1815.

This officer married, Nov. 3d, 1824, Louisa, daughter of John Pooke, of Fareham, co. Hants, Esq.

JAMES HARRIS, Esq.

Son of a respectable attorney, in practice at Leominster, co. Hereford.

This officer was born on the 15th April, 1791; and appears to have entered into the royal navy as midshipman on board la Virginie frigate, Captain (now Sir John Poo) Beresford, Aug. 3d, 1803. His first cruise was in the North Sea, where he at once got well seasoned, in a gale of wind which lasted for three weeks with unabated fury. During this storm, la Virginie lost her main and mizen top-masts, sprung her bowsprit and foremast, and became so leaky, that it was with the utmost difficulty she could be navigated into port. In Aug. 1804, after having been for some time employed as a block-ship in the Downs, she was, in consequence of her shattered state, put out of commission.

Mr. Harris next joined the Cambrian frigate, commanded

by his former captain; and was present in that ship at the capture of three French privateers, on the Halifax station, in the summer of 1805 *. Previous to his return home in May, 1807, he was placed in charge of a detained American schooner, which vessel, after an ineffectual attempt to reach Halifax, and narrowly escaping destruction on Sable Island, was obliged to bear up for Bermuda, with so small a stock of provisions, that every one on board must have perished, but for the timely assistance rendered by an English letter of marque.

In July, 1807, we find Mr. Harris following Captain Beresford into the Theseus 74, then employed in the blockade of Ferrol, and subsequently of Rochefort. He was in that ship when she, in company with three others, under the orders of her captain, prevented eight sail of the line from forming a junction with the l'Orient squadron, Feb. 21st, 1809; he commanded her pinnace, employed in covering the retreat of the officers and men belonging to fire-vessels, sent against the same squadron, anchored near l'Isle d'Aix, April 11th, 1809; and he subsequently bore a part in the operations of the Walcheren expedition. On the 26th Feb. 1810, in consequence of favorable representations personally made to the Board of Admiralty by Sir John Poo Beresford, he was advanced to the rank of lieutenant, and about the same time appointed to serve under his constant patron, in the Poicters 74, then fitting out at Chatham.

After Lord Wellington's famous retreat to the lines of Torres Vedras, the Poictiers being then in the river Tagus, her barge, commanded by Lieutenant Harris, assisted in supporting the right of the British army, resting for some months at Villa Franca, eighteen miles above Lisbon; and on Marshal Massena's retreat from Santarem, she assisted in cutting off several hundreds of his rear-guard; and also in crossing Lord Hill's division from Mugem to the south side of the river.

The Poictiers was afterwards stationed in Basque roads,

* See Vol. I. Part II. p. 667.

where Lieutenant Harris commanded her launch, and greatly distinguished himself in an action between the boats of the squadron under Sir Harry Neale, and those of the French ships, which that officer was then blockading. On this occasion, the barge of the Poictiers was sunk by the enemy's land batteries, one of her marines killed, and, including several other casualties, Lieutenant W. Knight, of the Arrow schooner, mortally wounded.

On the breaking out of the American war, in 1812, the Poictiers proceeded to the Halifax station, and was employed in the blockade of the river Delaware, up which her boats were very frequently sent to annoy the enemy. On one of these occasions, an officer and a party of marines having been taken prisoners, Lieutenant Harris was sent under a flag of truce to effect their exchange, with orders, in case the ship should go in chase, to rendezvous on board a prize sloop at anchor in the mouth of the river. This he did for the night; and next morning, although with only one midshipman and a single boat's crew, succeeded in capturing an American East Indiaman, of 20 guns, returning home ignorant of the war. On the Poictiers joining company, as money was much wanted for the payment of troops at Bermuda, Sir John Beresford proposed to ransom this valuable prize; and in the course of a week £45,000. sterling was sent down from Philadelphia for that purpose.

The subject of this memoir was advanced to his present rank on the 23d of June, 1815. He married, July 31st, 1821, Elizabeth Anne, only daughter of the late Rev. Henry Beavan, rector of Whitton, co. Radnor.

ALLEN OTTY, Esq.

Passed his examination for lieutenant about Sept. 1809; obtained a commission on the 14th of April, 1810; and served as first of the Goshawk sloop, Captain James Lilburne, at the attack made by Captain (now Sir Thomas) Ussher upon several French privateers, in the strongly for-

tified mole of Malaga, in the night of April 29th, 1812. On this occasion, his gallant commander was killed, and his own "undaunted courage" officially reported *. He subsequently served on the Canadian Lakes; and obtained the rank of commander July 1st, 1815.

MILLER WORSLEY, Esq.

Passed his examination about Oct. 1810; obtained a commission on the 12th of July, 1813; and highly distinguished himself, on several occasions, while serving as lieutenant on the Canadian Lakes, in 1814 †. He was promoted to his present rank on the 13th of July, 1815; and appointed inspecting commander of the preventive-boats stationed at the Isle of Wight, in Aug. 1817.

This officer married, Oct. 3d, 1820, a daughter of the late Mr. C. Harris, merchant, of Bristol.

JOSEPH PATEY, Esq.

Was a midshipman on board the Lion 64, Captain (now Sir Manley) Dixon; and one of the only two persons at all hurt in an action with four Spanish frigates, on the Mediterranean station, July 15th, 1798 ‡. He obtained his first commission on the 6th of Sept. 1802; and subsequently served as flag-lieutenant to the above officer, by whom he was successively appointed to the command of a small corvette, borrowed from the Brazilian Government; to act as captain of la Ceres French frigate, captured on the South American station, and of the Aquilon 24; and to the *pro-tempore* command of the Albacore sloop, which he retained from April, 1814, until superseded on his return home, in July, 1815. His promotion to the rank of commander took place on the second day after his supercession.

* See Suppl. Part I. pp. 345—348.

† See James's Nav. Hist. VI. 489—491.

‡ See Vol. I. p. 375, *et seq.*

JAMES GABRIEL GORDON, Esq.

Passed his examination in Mar. 1809; obtained his first commission on the 3d of Oct. 1810; and served, during the last two years of the late war, in the Egmont 74, Captain Joseph Bingham. On the 20th of Sept. 1814, he was appointed flag-lieutenant to Rear-Admiral Penrose; with whom he continued until promoted to the rank of commander, July 20th, 1815. He has since been employed in the Ordinary at Sheerness.

WILLIAM HOLMES, Esq.

We first find serving as midshipman of the Weazle sloop, Captain Henry Prescott; and distinguishing himself at the capture of an enemy's convoy, under the batteries of Amanthea, in Calabria, July 25th, 1810*. Two days afterwards he assisted in destroying several other vessels, and bringing off a gun from the shore, under a heavy fire of musketry, by which three of his shipmates were wounded. On the 29th of the following month, he most gallantly boarded and took possession of an armed xebec and a gun-boat, secured by hawsers to the shore, near a battery where a large body of Neapolitan cavalry was assembled. On the 27th of Aug. 1811, being then master's mate of the Diana frigate, Captain William Ferris, he commanded a boat belonging to that ship, at the capture of a French convoy in the river Gironde†; and on the 27th Feb. 1812, he was promoted to the rank of lieutenant, for jumping overboard and saving the life of a seaman, who had fallen from the mast-head of that ship, while lying in Plymouth Sound. His first appointment, as such, appears to have been, Aug. 19th following, to the Saracen sloop, Captain John Harper, fitting out for the Mediterranean station; where he was engaged in a constant series of active and important services during the remainder of the war‡.

* See Suppl. Part I. p. 190, *et seq.* † See Vol. II. Part II. p. 908.
‡ See Suppl. Part III. pp. 332—345.

This gallant officer obtained a commander's commission on the 19th Aug. 1815; and was appointed to the Arab sloop, attached to the Irish station, Mar. 22d, 1822. In that vessel he perished, with all his officers and crew, on the coast of Mayo, near Broadhaven, Dec. 12th, 1823; leaving a widow (formerly Miss Eliza Gould, of Blandford) and several young children to lament his melancholy fate.

WILLIAM HENRY DICKSON, Esq.

Obtained a lieutenant's commission in Jan. 1806, and his present rank on the 21st Aug. 1815. At the close of the late war with France, he commanded the Maria schooner; and, since the peace, the Chanticleer sloop of war. He was the zealous projector and principal promoter of the Royal Naval School, now about to be established near London.

JAMES ROBERTSON WALKER, Esq.

Eldest son of James Robertson, Esq. a deputy lieutenant, and an active, upright, and useful magistrate of Ross-shire, (late collector of H. M. Customs at Stornoway, in the northern division of the island of Lewis, annexed to the same county,) by Annabella, eldest daughter of John Mackenzie, Esq. of Letterewe, on the banks of the grand and romantic Loch Maree. His paternal grandfather was pastor of the extensive parish of Loch Broom, and equally eminent for clerical virtues as he was celebrated for great personal strength, and the aid he afforded to the royal cause in the rebellion of 1745-6; during the heat of which, and at a most critical moment, he was the means of preventing a large detachment of the King's forces, under the guidance of the Earl of Loudon and the celebrated Lord President Forbes, from being cut off by the rebels under the Duke of Perth. For his conduct on this occasion, he was made prisoner by some of his own flock, who had followed Lord Cromartie into the ranks of the young Pretender, and whose personal respect for their pastor alone prevented them from proceeding to the utmost ex-

tremity against him. After the suppression of the rebellion, this reverend gentleman used the most indefatigable exertions, and made great personal sacrifices, in procuring the pardon and release of many of his deluded parishioners.

The maternal grandfather of the officer whose naval services we are about to record, was Murdoch Mackenzie, of Letterewe, who espoused the cause of the Stuarts, and behaved with desperate bravery, when fighting under his kinsman, William, Earl of Seaforth, at the battle of Glenshiel, in 1718. Perceiving himself abandoned by his friends, he literally cut his way through the hostile ranks; but the exertion was so violent, that the hand with which he wielded his broadsword became swollen to such a degree it could not be extricated from the guard without the assistance of fomentations, applied by an old woman, the only inmate of a solitary hut, in an unfrequented part of the highlands. From thence he retired to his own residence on the banks of Loch Maree, where he was speedily joined by the Earl of Seaforth, who, on embarking for the Hebrides, embraced, and addressed him in these emphatic words: "Ah! Murdoch, had *we* all done our duty yesterday, as *you* did, the present melancholy tale could not be told of us."

The subject of the following memoir, having early evinced a predilection for the naval service, embarked as midshipman on board the Inspector sloop, Captain (now Sir Robert Howe) Bromley, in Leith roads, April 6th, 1801. During the whole of the peace of Amiens, he served under Captain (afterwards Rear-Admiral) the Hon. Francis F. Gardner, senior officer on the Irish station; and in the spring of 1803, joined the Canopus 80, Captain John Conn, fitting out at Plymouth, for the flag of the late Sir George Campbell, who was then attached to the Channel fleet, but destined to serve under Lord Nelson, in the Mediterranean.

After a service of nearly two years in the Canopus, during which he was in repeated skirmishes with the batteries on Cape Sepet, and the French ships occasionally sent out to prevent a close reconnoissance of Toulon harbour, Mr. James Robertson was strongly recommended by Captain Conn to

Lord Nelson, who most kindly received him on board the Victory, in which ship he had the honor of serving as forecastle-mate at the glorious battle of Trafalgar. On her being put out of commission he obtained a warm recommendation from Sir Thomas Masterman Hardy to Captain Brydges W. Taylor, who immediately consented to his joining the Thames 32, a new frigate, then fitting out at Chatham. By the latter amiable officer, whose subsequent melancholy fate we have elsewhere recorded, he was introduced in a very particular manner to Lords Hawkesbury and Amherst, with other distinguished personages, who soon afterwards embarked in the Thames to view the French coast, and the grand encampment of Napoleon's "Army of England." Captain Taylor also did Mr. Robertson the honor of taking him into his own boat, when the first attempt was made, under the orders of Commodore Owen, to destroy the Boulogne flotilla, by means of Congreve rockets.

In the summer of 1806, the Thames accompanied the Phœbe 36, Captain James Oswald, to the Greenland Seas, in pursuit of some French frigates which had been sent thither to interrupt our whalers. On her return from thence, she was ordered to the West Indies, where we find Mr. Robertson joining the Northumberland 74, bearing the flag of Rear-Admiral the Hon. Sir Alexander Cochrane, in April, 1807. Some months afterwards, he followed that officer into the Belleisle 74; and served as mate of the signals at the capture of the Danish islands *. In Feb. 1808, he was appointed lieutenant of the Galatea frigate, *vice* Boyle, whose death at sea had been reported, but whom his intended successor found sitting at the captain's table, giving not only the most convincing proofs of his being still alive, but also in the best of health and spirits.

On re-joining the flag-ship, which he could not do until April, Mr. Robertson had the mortification to find that several real death vacancies had occurred, and been given to others, during his absence; the rear-admiral, of course, con-

* See Vol. I. Part I. p. 263.

sidering him already provided for. He was, however, immediately appointed acting lieutenant of the Fawn sloop, captain the Hon. George Alfred Crofton; and, on the 28th May following, he commanded two of her boats at the capture of a large Spanish privateer schooner and three merchant vessels, one of the latter armed, under two batteries at the N. E. end of Porto Rico; of this truly gallant affair, performed in open day, under the very muzzles of the enemy's guns on shore, and a continued fire of musketry from the surrounding bushes into which the privateer's men had escaped after running their vessel aground and scuttling her in the bows, no mention whatever is made in the London gazette, nor indeed is there, to our knowledge, any published account extant.

On obtaining possession of the schooner, the sea being perfectly smooth, Mr. Robertson determined to tow her off; and after nailing sheet lead over the holes in the bows, succeeded in getting her afloat and fairly under way. He then directed her guns to be turned upon the enemy; but this had scarcely been effected when her magazine exploded, and all on board except himself and two seamen were blown into the water: the loss sustained on this occasion was one warrant officer, the carpenter of the Fawn, killed; and Mr. Farley, master's-mate, a quarter-master, and two marines severely scorched and wounded: at the moment of the accident taking place, acting lieutenant Robertson was, fortunately for him, standing before the fore-mast, cheering and encouraging the people in the boats a-head to give way.

In the evening of the same day, Mr. Robertson rejoined the Fawn, with his four gallantly obtained prizes; and the schooner was then partially repaired: on the following day, however, she went down in a squall, by which disaster five men perished. On the 17th July, 1808, Mr. Robertson conducted another successful attack in the same quarter; cut out a merchant schooner, and spiked and destroyed the guns of one of the above-mentioned batteries. On this occasion, the Fawn's boats were assisted by two belonging to the Pultusk sloop, the commander of which vessel (now Captain Charles Napier) accompanied them as a volunteer, merely to

make himself acquainted with the locality through Mr. Robertson's previously acquired knowledge.

On the 8th Dec. following, Mr. Robertson was appointed by Sir Alexander Cochrane acting first lieutenant of the Hazard ship-sloop, Captain Hugh Cameron, under whom he assisted at the capture of the French frigate Topaze, lying under a battery in the island of Guadaloupe, Jan. 22d, 1809*. This fine and valuable prize was entrusted to his charge for some time, during the absence of the senior officer's first lieutenant.

The Hazard was actively employed at the subsequent reduction of Martinique, by the forces under Lieutenant-General Beckwith and Sir Alexander Cochrane †; after which, Captain Cameron commanded a light squadron employed in watching the harbour of the Saintes, where a French force, under Commodore Troude, was waiting for an opportunity of getting over to Guadaloupe.

On the 14th April, 1809, a large body of troops having arrived from Martinique, and been landed, for the double purpose of driving the enemy's ships to sea, and of reducing the Saintes, Mr. Robertson was sent to row guard during the night, close in with their anchorage. He accordingly entered the harbour, and having let go a grapnel close under Mons. Troude's stern, soon perceived that he was getting under weigh. Of this, the attacking army and blockading squadron were immediately apprised by means of rockets and blue lights; and thus Sir Alexander Cochrane and his consorts came into almost immediate contact with the object of their solicitude. The Hazard having joined in the pursuit of this French squadron, fifty-three days elapsed before Mr. Robertson could rejoin her, during which time he had nothing to wear but the dress in which he left her. His appointment as lieutenant was not confirmed by the Admiralty until July 21st following.

On the 16th Oct. 1809, the Hazard and Pelorus brig-sloop,

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* See Suppl. Part I. p. 364.

† See Vol. I. Part I. p. 264 *et seq.*

the latter commanded by Captain Thomas Huskisson, while cruising in the bay of Point-à-Petre, Guadaloupe, discovered a French armed schooner moored under the battery of St. Marie; and it being determined to attempt bringing her out that night, two boats from each were detached for the purpose, under the command of Lieutenants Robertson and Edward Flin, the latter, although of longer standing as a commissioned officer, yielding the precedence to the former, in consequence of his being the senior commander's first lieutenant.

The schooner being surrounded by coral reefs, and the boats grounding at every effort to find a channel, while the enemy kept up a quick but harmless fire upon them, it was found impossible to close with her during a dark rainy night, though frequently within pistol-shot. These obstacles opposing, and a surprise being now out of the question, Lieutenant Robertson, after consulting with his brother officer, resolved to return on board and suggest to Captain Cameron, that if both sloops stood in sufficiently close to silence the battery and cover the attacking party, it might be practicable either to bring out or destroy the schooner during day-light. A signal was immediately made to the Pelorus to this effect, and the boats dashed on direct to their object, the commanding officer, in the Hazard's pinnace, leading. When again within pistol-shot of the enemy, this boat once more grounded; but her crew gallantly leaping out, she was, by great exertion, got over the reef; and, in two minutes afterwards, Lieutenant Robertson found himself on the schooner's deserted deck. The boats of the Pelorus, under Lieutenant Flin and Mr. Scott, master's-mate, and the Hazard's jolly-boat, commanded by Mr. Hugh Hunter, a young midshipman, closely following the example set them, were soon also alongside.

The French crew, on seeing the pinnace clear the reef, had fled to the shore, and taken shelter in some houses on the beach, from the doors and windows of which they now kept up a galling fire. Lieutenant Robertson soon perceived the impossibility of getting his prize out, for she was not only

aground close to the beach, but also secured to the fort by a chain from the mast-head, and another from the stern-post under water. Every effort to set fire to her on deck failed, in consequence of the heavy rain of the preceding night; but Mr. William Ferguson, acting boatswain of the Hazard, a most gallant and intrepid man, succeeded in lighting a fire below, which, rather sooner than he expected, communicated with the magazine, when she instantly exploded. Poor Ferguson, whilst in the act of regaining the deck, was blown up a considerable way into the air; but fortunately he fell clear of the wreck into the sea; from whence he was picked up in a perfectly naked state, his skin quite black, and his mind in a state of derangement. At the moment of the explosion, the boats, with the exception of the Hazard's pinnace, were quitting the schooner; the latter was waiting under the bow for Lieutenant Robertson (who was thrown by the concussion into her, but not much hurt) and Mr. Ferguson, whom he had, but an instant before, called to down the main-hatchway. These, we believe, were the only casualties occasioned by the blowing up of the vessel; six valuable men, however, were killed by the enemy's shot, and eight others wounded; of this number, three were slain and two dangerously wounded in the pinnace. The following is an extract of Captain Cameron's official report:

"In justice to the officers and men employed on this service, I cannot omit particularizing the very gallant manner in which they approached the schooner, under a very heavy fire of grape from the battery, and of grape and musketry from the privateer, until they were nearly alongside, when the enemy quitted her, and joined a long line of musketry, and two field-pieces, on the beach, to the fire of which they were exposed during the whole time they were preparing to blow her up, at a distance of not more than ten yards.

"The privateer had one long 18-pounder on a circular carriage, and two swivels, and appeared to have from 80 to 100 men: she was about 100 tons, coppered, and apparently new. It is impossible for me to express my ideas of the very gallant manner in which Lieutenants Robertson and Flin conducted themselves on this occasion; and they speak in the highest terms of Messrs. (John Stuart) Brisbane and Hunter, midshipmen of this ship; Mr. Ferguson, boatswain; and Mr. Scott, mate of the Pelorus; who, as well as every individual employed, were volunteers on the service."

The Hazard was one of the ships which bore the brunt of an attack made by the squadron under Captain Samuel James Ballard, upon two large French frigates, and the batteries of Ance la Barque, Guadaloupe, Dec. 18th, 1809 *; on which day her gallant and lamented commander was killed, while returning to his ship from a fort, out of which the enemy had been driven:—his boat's crew represented that he fell by a grape shot from one of the British ships then firing upon the enemy's troops; whilst a supernumerary master's-mate on board the Elizabeth schooner, Lieutenant Fitch, acknowledged he was the person who had discharged a piece at him, under the impression that he was a French officer. It may, however, be consoling to his surviving friends to know, that he fell by the hands of an enemy; for a colonel who was taken prisoner at the subsequent reduction of Guadaloupe, and sent home in the Hazard, so minutely described to Lieutenant Robertson the manner in which he lost his life, as to remove every doubt on the subject. It was simply thus:—Captain Cameron, after striking the colours in the evacuated fort, wrapped them round one of his arms, which had been grazed by a musket-ball, and was perceived by a French officer to be standing on the beach with his boat-keeper, waiting the return of the crew who had straggled. The officer instantly snatched a musket from one of his soldiers, who was skulking in the bushes, and shot the gallant captain dead on the spot. Notwithstanding this, it is possible the boat-keeper did actually believe the correctness of his own assertion,—that the fatal shot was fired from a British ship.

After the action Lieutenant Robertson waited upon the commodore of the squadron, who was pleased to pass a high encomium on his conduct, and personally to thank him in the warmest terms for the manner in which the Hazard was conducted and fought after Captain Cameron had been called from her, by signal, in the early part of the battle: he subsequently granted him the following testimonial:

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* See Vol. I. Part II. p. 878, *et seq.*

"These are to certify the Lords Commissioners of the Admiralty, that Lieutenant James Robertson, being senior officer of H. M. sloop Hazard, on the 18th Dec. 1809, when in action with the French frigates la Seine and la Loire, which were moored in Ance la Barque, Guadaloupe, and strongly protected by two batteries, notwithstanding which they were both destroyed by the squadron under my orders, and the Hazard bearing a conspicuous part, her commander, Hugh Cameron, was slain, and the command devolving on Lieutenant Robertson, his conduct appeared to me that of a gallant and experienced officer.

(Signed) "S. J. BALLARD."

Sir Alexander Cochrane, who had been a distant observer of this action, was likewise pleased to approve of Lieutenant Robertson's conduct, and to give him an order to command the Hazard, until the arrival of Captain Cameron's intended successor, who was then at Halifax, refitting the brig he commanded, and not expected to return from thence for some months: at the same time, the vice-admiral kindly said, he would request Lord Mulgrave to give him rank as lieutenant from the date of his first acting appointment. All this was not a little flattering to so young an officer, at a moment when the island of Guadaloupe was to be attacked, and an enemy's squadron was hourly expected from Europe to attempt its relief; nor was it less flattering to him, that he should be ordered to place the Hazard in a situation to give the first intimation of the enemy's approach. In a few days afterwards, however, we find him resuming the duty of first lieutenant, under the command of Captain William Elliot, (now C. B.), who having just before most highly distinguished himself at the capture of a French national brig, la Nisus, in the port of Des Hayes, was removed from the Pultusk brig to the Hazard, at his own earnest solicitation.

During the subsequent operations against Guadaloupe, we once more find Lieutenant Robertson on board a vessel in flames, as will be seen by the following handsome testimonial:

"I certify that Lieutenant James Robertson served under my command, as senior lieutenant of H. M. sloop Hazard, from the 25th day of Dec. 1809, until the 23d day of Jan. 1811, when I was superseded in consequence of being promoted. That during the period mentioned, he at all times conducted himself as a zealous and most attentive officer, indefati-

gable in his exertions on all points of service, and particularly so at the attack on Guadaloupe, when the Hazard having led the fleet to an anchorage at l'Ance de Barque; and having anchored under the batteries a considerable time before any other ship, and under which batteries an enemy's schooner called la Mouche was lying, I sent him in a boat to board her, which he succeeded in, notwithstanding a heavy fire was kept up on her from the batteries, which were trying to sink her. On this occasion, although the schooner was on fire, he succeeded in bringing her off, and saving from the flames the French 'general marine signal-book,' and the private signals of all the maritime nations then in alliance with France, together with other important documents, for which the commander-in-chief was pleased to express his thanks.

(Signed) "WILLIAM ELLIOT."

La Mouche had just before arrived from France with despatches, and was perceived to be on fire while the Hazard's crew were in the act of furling sails. A boat was hastily lowered down, and Lieutenant Robertson, taking with him a few marines only, hastened to board her. By this time, part of the schooner's deck was already burnt; and the heat was so intense, that all her guns went off while he and his red jackets were employed in cutting away the masts, in accomplishing which the whole of the little party were much scorched.

Guadaloupe having surrendered by capitulation, the Hazard was ordered home with the bearers of the naval and military despatches; and, after undergoing extensive repairs, sent to the Newfoundland station; where she captured and destroyed many American vessels, in the beginning of the late war waged by the United States against Great Britain. On leaving that sloop, he received the following certificate from Captain Elliot's successor:

"This is to certify, that Mr. James Robertson served as senior lieutenant of H. M. sloop Hazard, under my command, from the 24th Jan. 1811, to the 24th Oct. 1812, when he left to join H. M. ship Antelope, bearing the flag of Sir John T. Duckworth, during all which time he conducted himself in a most exemplary manner, evincing a constant zeal for the service, and ability in the discharge of his duty, such as must always reflect the greatest credit on himself, while it gave the utmost satisfaction to me; and I feel happy on the present opportunity of bearing an unqualified testimony to his merits.

"Given under my hand on board H. M. sloop Hazard, St. John's Harbour, Newfoundland, this 24th Oct. 1812.

(Signed) "JOHN COOKESLEY, Commander."

In 1813, the Antelope, then commanded by Captain Samuel Butcher, was ordered to the Baltic station, and employed in protecting convoys through the Great Belt. On one occasion, when preparing to anchor with her charge, at midnight, she captured a Danish row-boat, which, in the darkness, mistaking her for a merchant ship, was about to lay her on board. As many other row-boats were that night amongst the convoy, Lieutenant Robertson requested Captain Butcher to let him have the prize and proceed in quest of them, which was accordingly granted. He soon fell in with and captured one, and, after binding the hands and feet of his prisoners, attacked and carried a second. On the 23d Oct. 1813, whilst commanding the above row-boat, manned with volunteers, he captured the schooner Eleanor and her consort, a large lugger-rigged boat. Next day, Captain Butcher addressed the following letter to Captain Robert Williams, of the Gloucester 74 :

"*H. M. S. Antelope, Great Belt, Oct. 24th,* 1813.

"Sir,—I beg leave to acquaint you that, being astern of the convoy, in the station assigned to me by you, I yesterday, at noon, observed several of the enemy's row-boats ranging along shore, evidently with the intention of attacking the convoy when anchored for the night. I determined to embrace the opportunity of an interval of thick weather, which fortunately offered, of sending inshore unnoticed one of the three row-boats taken a few days since from the enemy, with orders to seize the first favorable moment to take or destroy as many as might be found practicable. I was satisfied that, should she succeed in getting near the land unobserved, she would pass for one intent on the same views as themselves. My intention was no sooner made known, than that most eminently zealous and gallant officer, Lieutenant James Robertson, requested to be allowed to go in her on this occasion, to whom I added Messrs. Pole and Madden, midshipmen, fifteen seamen, and four marines, the whole having volunteered their services. The enterprise set out successfully, the boat being enabled to gain an eligible situation before the weather cleared up.

"When the convoy anchored, the enemy's armed boats did the same, under the batteries of Rodby, as did also close to them Lieutenant Robertson, with the intention of attacking them, so soon as it should be dark. At 5 P. M., he observed a large armed schooner three miles distant, having a lugger-rigged boat towing astern. He weighed and worked to windward, till in her wake. When nearly within pistol-shot, the schooner, apparently confident of success, put twenty-four picked men on board the lugger,

slipped her, and both commenced a joint attack, with a heavy fire of great guns and small arms, on our boat, which was returned by her six-pounder and small arms, until close alongside the lugger, which vessel, while in the act of being boarded, lowered her sails, declaring she had surrendered; but at this critical moment, perceiving that our boat had fresh way and must unavoidably shoot a-head, they cut the rope of the grapnel, which had been thrown on board them, again hoisted their sails, and re-commenced the action. The schooner having made sail to be off, on seeing, as she supposed, her consort surrender, on this hove-to, and renewed a heavy fire for her support, which was as briskly returned. The lugger then made for the schooner, and the people had just succeeded in getting out of her, on board the latter, when our boat also arrived alongside: not a moment was lost; Lieutenant Robertson and his intrepid crew entered *pell mell* along with them; and in a few minutes, with irresistible impetuosity, drove every man below. She proved to be the Danish privateer schooner Eleanor, fitted for sixteen guns, but having only one long 9-pounder (on a pivot), two short 18-pounders, and two swivels mounted, with a quantity of small-arms, and a complement of thirty-seven men, twenty-two of whom had been selected from the King's boats. She had always been accustomed to carry sixty-five men, is a fine vessel, and has been out five weeks, but made only one capture, a Swedish sloop in ballast. She sustained a loss of three men killed and four dangerously wounded: I am happy to say, this truly gallant exploit has been achieved without any loss on our part, except two men wounded—a seaman severely, and a marine dangerously.

"Convinced that a bare recital of the foregoing circumstances, of which, until the close of day, I was an admiring though distant spectator; and, after dark, heard and saw very distinctly, by the heavy fire kept up; will, both with the Admiral and Lords Commissioners of the Admiralty, have infinitely more weight, and enable them more correctly to appreciate the merits of the officers and men, than could be effected by any eulogium of mine, I shall abstain therefrom, and merely observe that, abstracting this circumstance, as also the degree of judgment and enterprise with which Lieutenant Robertson had a few days previous, when detached from this ship, in a boat, captured two of the enemy's armed vessels, which combined were infinitely superior to that which he had to oppose to them, my duty compels me to observe, that, since I have known the service, I have never met in it a young man more eminently gifted with every quality calculated to render him an ornament to his profession. He speaks in the highest terms of the firmness and intrepidity with which he was seconded by Messrs. Pole and Madden, James Black (coxswain), and every individual of the boat's crew. Mr. Pole has passed his examination; Mr. Madden, who was the first on the enemy's deck, has a few months of his time to serve; and James Black, to whose coolness and steadiness in steering and managing the boat in the various critical situations in which they were placed, Lieutenant Robertson, in a considerable degree, attri-

butes his success, has been upwards of thirty years in H. M. service, and is a most exemplary and meritorious character. I am, &c.

(Signed) "SAMUEL BUTCHER."

"P. S. Since writing the above, I have received from Lieutenant Robertson the enclosed memorial of his services, which I have to request you will be pleased to transmit to the commander-in-chief, for the purpose of being laid before the Lords Commissioners of the Admiralty. You will perceive it contains a series of zealous and gallant achievements, during an uninterrupted course of nearly fourteen years service, rarely equalled by so young an officer, his age not exceeding twenty-five. "S. B. *"

So convinced was the captain of the Antelope, and indeed every officer on the station, that the Admiralty would promote Lieutenant Robertson for these exploits, that subsequently, when employed with other officers of the ship in successful boat attacks, it was agreed upon by Captain Butcher and himself, that his name should not be mentioned in the reports, in order to give the others a better claim.

On the 6th of the following month, Lieutenant Robertson was removed into the Vigo 74, bearing the flag of Rear-Admiral (now Sir Graham) Moore, commander-in-chief on the Baltic station. On this occasion he received a certificate from Captain Butcher, of which the following is an extract:

"These are to certify, that Mr. James Robertson served as lieutenant in H. M. S. Antelope, under my command, from the 8th Feb. 1813 until the 6th Nov. 1813, at which time he was, at the request of Rear-Admiral Graham Moore, removed to the Vigo, to serve under his flag. The zeal, ability, and correctness of conduct manifested by him on every occasion, entitles him to the highest praise it is in my power to bestow, and have deeply impressed on my mind his pre-eminent merits as an officer."

In Dec. 1813, the Vigo returned home, and was paid off in consequence of being found defective. Lieutenant Robertson, instead of *promotion*, then had the honor of receiving the *thanks* of the Admiralty, for his conduct in the Baltic, and an order to proceed to the Lakes of Canada; "their lordships selecting for that arduous service, officers who had had opportunities of distinguishing themselves." On his arrival

* The above letter is in every particular correct, save that Lieutenant Robertson himself proposed the plan to Captain Butcher.

at Kingston, Lake Ontario, in the summer of 1814, he was appointed by Sir James Lucas Yeo to the Montreal, commanded by his gallant relative the late Captain George Downie; and we shortly afterwards find him employed in watching the movements of the American squadron in Sackett's harbour, where, on the night of their sailing from thence to blockade Kingston, he had the good fortune, with only two gigs, to capture two loaded transport vessels in the midst of the enemy; and succeeded in carrying them off undiscovered. He subsequently accompanied Captain Downie to Lake Champlain, and there bore a distinguished part in the gallantly fought, though disastrous, battle off Plattsburg, Sept. 11th, 1814 *. When tried by a court-martial for his conduct on that occasion, he read the following

"NARRATIVE *of the proceedings of H. M. late ship* CONFIANCE, and of the squadron on LAKE CHAMPLAIN, from the 3d to the 11th September, 1814, both days inclusive.

"On the 3d Sept. 1814, Captain George Downie took command of H. M. late ship Confiance, and of the naval establishment on Lake Champlain; and I the same day joined as senior lieutenant.

"The Confiance had been launched eight days previous, and was then alongside a wharf, with top-gallant-masts an end, courses bent, and the major part of her guns in; but a very considerable part of the artificers' work behind hand, and manned by drafts from H. M. ships Warspite, Ajax, Ceylon, Leopard, and several others, (also a few from transports,) all of whom arrived at l' Isle-aux-Noirs the day previous to the Confiance being launched, with the exception of a few of the Ceylon's who arrived a short time before, and some who had been previously on the establishment.

"On the 4th, the seamen were employed in stowing ballast and provisions, and variously about the rigging; the artificers fitting magazines, catheads, tillers, bitts, carronade chocks, hammock nettings, driving in bolts, making top-gallant and royal-yards, gaff, spanker-boom, &c. &c. &c. On the 5th, artificers employed as before, seamen reeving running rigging, coiling away cables and hawsers, getting the rest of the guns on board, their carriages having just arrived, as well as some more long carriages in which we mounted the guns previously put into short carriages; but neither beds nor coins arrived with them.

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* See Suppl. Part IV. pp. 95—102, and make the following corrections: p. 95, line 11 from the bottom, *for* first *read* just; *and* p. 100, line 10, *for* John *read* James.

" On the 6th, Lieutenant Duell arrived with fifty-five petty-officers, seamen, and marines, from H. M. ships at Quebec. Employed bending the top-sails, getting the stores on board, and shifting the crew into the ship. At sun-set, the fore magazine being finished, got part of the powder on board, and prepared to quit the wharf. The joiners were employed during the night in fitting the after magazine.

" On the 7th, at daylight, hauled off from the wharf, and by dint of towing, warping, and sweeping during the whole day, against wind and current, we anchored late in the evening a little below the frontier, in company with H. M. brig Linnet. Whilst warping up, the rest of the powder was got into a boat and towed astern, till the after magazine was finished in the evening.

" On the 8th, we weighed in company with the Linnet, and by sailing, towing, sweeping, and warping, we got up to Chagy, where we anchored in the afternoon, and were joined by H. M. cutters Chubb and Finch, and the gun-boats. Quartered the ship's company, and cleared the decks. Artificers employed in fitting chocks, beds, and coins for the guns; the magazine passages, &c. &c.

" On the 9th, we remained at anchor the whole day, employed in setting up the rigging, scraping the decks, manning and arranging the gun-boats, and exercising great guns. Artificers employed as yesterday. Armourers at the forge all day, fitting carronade locks to the long guns. After dark, we received a subaltern officer and ten men of the 39th regiment, and a serjeant and ten men of the royal marine artillery, to complete the complement.

" On the 10th, at daylight, weighed and commenced warping up the Lake. At seven, the breeze freshening, we made sail and attempted to work to windward; but the ship being flat-built and drawing but eight feet water, the channel narrow, and the wind blowing hard directly a-head, obliged us to anchor at eleven A. M. having made little or no progress. Employed in the afternoon clearing the decks and preparing for action, exercising great guns, shortening the breechings fore-and-aft, &c. &c. Artificers making shot-lockers, altering beds and coins, and driving in belaying pins. Armourers at the forge fitting the gun-locks.

" On the 11th, the wind having shifted during the night, and now blowing a smart breeze up the Lake, we weighed before daylight, squadron in company, and ran up with the top-sails on the cap. Shortly after daylight, the guns were scaled, as Captain Downie said, to give intimation of our approach to the British army. They were then double-shotted, springs got on both bowers, and the stream-cable was led through the stern-port and bent to the sheet-anchor. Captain Downie then called all the commanding officers of the squadron on board the Confiance, and gave them particular directions as to what object they were to direct the fire of their respective vessels against in the action, 'to prevent as much as possible,' he added, 'the necessity of making signals.'

" Having approached within a league of Cumberland Head, the enemy's

mast-heads were seen over the land. The squadron then hove-to, and Captain Downie, accompanied by the master, went in his gig to reconnoitre the enemy's position. At the expiration of half an hour, the boat having returned, the signal was immediately made to 'bear up and sail large;' the top-sails of the Confiance were hoisted, and top-gallant-sails set: under this sail, with the jib and spanker, she went into action; hauling close round Cumberland Head, on the larboard tack.

"The Linnet, supported by the Chubb, was directed to attack the enemy's brig, the Eagle (the van and weathermost of his line); the Confiance was to keep her wind until on the bow of the Eagle, then put her helm a-starboard, and, when 'yard-arm and yard-arm,' fire the starboard guns into her, which had been previously loaded with canister, in addition to the two round-shot. When clear of the Eagle's stern, the Confiance's helm was to be put a-port; and when athwart the bows of the Saratoga (the senior officer's ship and second in the line), to anchor, first by the stern, and then with one or both bowers. Our gun-boats were directed to pull up with the greatest expedition, *fire once*, then board the Ticonderago schooner (the third in the enemy's line); and the Finch was ordered to support the gun-boats, or carry the Preble cutter, the rear vessel of the American line.

"The Confiance being in advance of the rest of the squadron, the whole of the enemy's line, including his gun-boats, commenced firing on her when within gun-shot, by which she sustained, with other considerable damage, the loss of her sheet-anchor. The wind heading and then dying away, we were compelled to anchor rather before the beam of the Saratoga, at the distance of nearly half a mile. The small bower cable and spring being shot away the moment the anchor was 'let go,' the best-bower was immediately dropped, the spring on which suffered the same fate.

"The action then commenced on our part, the foremost guns bearing only on the Eagle, the midship and after guns on the Saratoga. The Linnet soon after took her station before the beam of the Eagle, and the Chubb having never anchored, passed a-stern of the Linnet, and dropping between the Confiance and the Eagle, and then between that ship and the Saratoga, with her colours struck, prevented the Confiance for some time from firing on the enemy whilst she drifted slowly within the line of fire. At the time the Confiance anchored, our gun-boats were at a considerable distance from the enemy's line, and pulling up slowly, apparently in confusion, commenced rather a distant fire on the Ticonderago, with the exception of two or three which gallantly and unsupported advanced nearly within musket-shot of their object, but were soon compelled to retire. The Finch, ordered in support of the gun-boats, edging too far to leeward, grounded on a shoal out of the line of fire, and consequently was of no further service in maintaining the action than having in her advance, in conjunction with the gun-boats, hastily forced the Preble to cut and retire in

shore with her colours struck, where she afterwards rehoisted them. Captain Downie, with many of the best men of the Confiance, having most unfortunately fallen early in the action, the remaining part, with some exceptions, required the utmost exertion on the part of the surviving officers, to encourage and induce them to withstand the effect of so destructive a fire. About the middle of the action, the Eagle was compelled to cut, when she made sail, with an evident intention of quitting the action altogether; but passing close inside the Saratoga, and being hailed by her, she again anchored between that ship and the Ticonderago. In this new position she kept up a destructive fire on the Confiance, without now being exposed to a shot from that ship or the Linnet. The fire of the Saratoga, about the same time, was silenced, and an attempt was made to get her larboard guns to bear on the Confiance, by cutting her bower-cable and swinging to the spring; but this evolution was never completely executed.

"The Confiance having now only four guns fit for service on the side opposed to the enemy, and they being lumbered by wreck, it became absolutely necessary to attempt to get the starboard guns to bear; this could not be expected to be easily executed, as the surviving crew now evinced an evident disposition to discontinue the action, and the anchor we were riding by being the only one left to us. A spring was notwithstanding got on the cable; the crew, by dint of entreaty, were induced to haul on the spring, and veer the cable, until the object was nearly accomplished; but the spring being only from the quarter, it then became necessary to get a bridle on it from the stern port: this was done; Lieutenant Creswick having with his own hands bent it, assisted by the other officers: but such a panic had now seized the surviving crew, that encouragement no longer availed, and not a man could be induced to haul on the bridle, which would have effectually brought the whole of the starboard guns to bear on the Saratoga, one fire of which (each gun being loaded with canister, in addition to a double shot) must inevitably have sent her to the bottom, or compelled her to strike: this we had a right to expect, as she did not fire a gun for at least fifteen minutes previous to the colours of the Confiance being struck. The attention of the Ticonderago having been but for a short time called to our gun-boats, gave her an opportunity nearly during the whole of the action, of keeping up a steady, deliberate, and latterly a raking fire, on the Confiance, while the new position of the Eagle gave her the same advantages. The enemy's gun-boats, which appeared at the commencement of the action extremely shy, taking advantage of the perilous situation of the Confiance, and the extraordinary conduct of the principal part of our own boats, had now an ample opportunity, without risk to themselves, of complying with the written orders issued by Captain Macdonough prior to the action, *viz.* 'that the fire of his whole force should be concentrated on the Confiance, to insure her capture or destruction.'

"When the crew of the Confiance would no longer continue the action, they alleged as their reasons, the fate of our two cutters, the conduct of our gun-boats, and the fire of the whole of the enemy's force having been directed to them during the greater part of the action; and also the apparent inactivity of the land forces. The dreadful carnage on board, and the shattered and sinking state of the ship, conspired to depress their spirits to that pitch, as to render every effort on the part of the surviving officers unavailing, in attempting to force them to continue the action. In this situation, making no further resistance, the numerous and unfortunate wounded below in extreme danger of drowning, the water being above the gun-room deck, humanity, and the now hopeless state of the action, dictated to myself and to the surviving officers the propriety of giving the painful orders to strike the colours. A considerable time elapsed before the enemy was in a condition to take possession of the Confiance, during which time every effort was made to keep her from sinking, by pumping and bailing at the hatchways, for the preservation of the wounded, it being necessary to elevate their heads to prevent them drowning.

"The Chubb not having anchored, and consequently her early fall;—the Finch having grounded in such a situation, as not to be able to render any service in maintaining the action;—our gun-boats not having accomplished what they were equal to, and ordered to perform, by which means the Ticonderago was left at liberty to keep up a destructive fire on the Confiance during the greater part of the action;—the disorganised state of the crew of the Confiance, in consequence of their being called into action before there was sufficient time to train them to the guns, and to acquire a necessary knowledge of each other, and of their officers;—the number of guns disabled in the Confiance, in consequence of the bolts drawing, and otherwise, together with the judicious plan adopted by the enemy, of concentrating the fire of his whole force on the Confiance, must have operated in elevating the spirits of our opponents, while it could not fail in depressing those of so new a ship's company. But notwithstanding all these disadvantages, and that the Confiance (assisted by the Linnet only) bore the whole brunt of the action, it was most decidedly in our favor until after the Eagle took up her new station, and until the moment the Confiance failed in the attempt to wind, for the reasons which have been already mentioned. (Signed) "JAMES ROBERTSON."

The conduct of Captain Macdonough to his prisoners was the extreme of delicacy and attention; not even permitting the American colours to be hoisted over the English in the prizes. He allowed Captain Daniel Pring, the senior surviving British officer, to proceed to England on parole; and he permitted Lieutenant Robertson to return to Canada, for the purpose of settling the affairs of the much-lamented Cap-

tain Downie, agreeably to directions he had himself left on that head. The following correspondence (under a flag of truce) subsequently took place between the generous American and the subject of this memoir:

"*U. S. ship Saratoga, at Plattsburgh, Sept 21st,* 1814.

"Dear Sir,—When you left the Saratoga, I was under an impression that the sword of my friend Captain Lawrence, who fell on board the frigate Chesapeake, had been given up to his friends who took charge of his effects; my having been informed of the contrary, and that Captain Lawrence's sword was retained by Captain Broke, I beg the same thing may be observed with the sword of Captain Downie, and that it may be delivered to the officer who will deliver this request. I beg, my dear Sir, this may be considered as a point of etiquette, and in no way reflecting on your late commander's memory. I am, dear Sir, with respect and esteem, your obedient servant,

(Signed) "T. MACDONOUGH."

"*To Lieutenant James Robertson, R. N.*"

"*Montreal, 25th September,* 1814.

"Dear Sir,—In reply to your letter of the 21st instant, which I did not receive until this morning, requesting that the sword of the late Captain Downie should be delivered to you, as a point of etiquette, and quoting as a precedent the instance of Captain Broke having retained the sword of your late friend Captain Lawrence, I have the honor to observe, that Captain Lawrence *lived to see his ship surrender to the British flag*, consequently Captain Broke had an undoubted right to have the emblem of Captain Lawrence's services presented to him; but as Captain Downie fell early in the late action, and the command of the Confiance then devolved on me, I conceive, that though you have an unquestionable title to my sword, who am alone the only officer responsible for her surrender, it is a duty I owe to the memory and friends of my ever to be lamented commander, *never to acknowledge the propriety of his sword being delivered to you as a point of etiquette.* Should you, my dear Sir, still think that this is a case in point with the one you mention, I am ready to deliver the sword of the deceased; but cannot consider the transfer in any other point of view than that of *private property* taken in the Confiance, and in no manner emblematic of the surrender of the late Captain Downie to the arms of the United States. I have the honor to be, dear Sir, with much regard, your most obedient servant,

(Signed) "JAMES ROBERTSON."

"*To Captain Macdonough, commanding the U. S. squadron, Lake Champlain.*"

It is proper to mention, that previous to this, Captain Mac-

donough had very politely, and with a complimentary speech, returned Lieutenant Robertson his own sword. At an interview which took place between them, on the return of the latter to the United States, he very handsomely agreed to waive his claim to Captain Downie's sword, for the reasons pointed out in the lieutenant's letter.

Mr. Robertson appears to have been detained in America until the conclusion of the war, and did not return to England until the summer of 1815. On the 20th Aug. he was tried by a court-martial, and *most honorably acquitted* of all blame on account of the loss of the Confiance; and on the following day, a commission was signed at the Admiralty, promoting him to the rank of commander. He then returned to his friends, after an uninterrupted service of nearly fifteen years; but was not long before he became a candidate for further employment: his repeated endeavours, however, have been uniformly unsuccessful. In June, 1820, he received the following letter from Admiral Sir Alexander I. Cochrane:

"Dear Sir,—I have perused the accompanying papers, which have brought to my recollection many of the instances you quote, particularly the services you performed in the Hazard's boats and at the time Captain Cameron was killed, when the French frigates were destroyed at l'Ance le Barque. If I could consistently make application to the Admiralty in your favor, to procure you employment, I would feel much pleasure in doing so; but my applications on various occasions have been so numerous as to preclude me from making any more. I am confident it is the wish of Lord Melville to reward merit, and as your services give you a just claim, you cannot do better than state them in a letter to his lordship. Wishing you every success, I am, dear Sir, &c.

(Signed) "Alex. Inglis Cochrane."

This gallant officer married, in June, 1824, the only daughter of the late William Walker, of Gilgarren, near Whitehaven, co. Cumberland, Esq. on which occasion he obtained H. M. permission to assume the name of Walker, in addition to that of Robertson. His wife's brother, William Walker, Esq. lost his life on the 1st June, 1819, under the following circumstances. He had embarked with his sister on board an English schooner, bound to Italy; after travelling in which country, he intended to escort her to other parts of the

continent. Having arrived off Cadiz in the night time, the schooner fell in with a Spanish frigate, which ran her on board, notwithstanding that satisfactory answers had been given to all the questions put by an officer previously sent to examine her. While thus entangled, the frigate most disgracefully fired a great gun, and Mr. Walker, being near the muzzle, was shattered to pieces, the explosion also wounding one of his servants and a seaman. A kind of enquiry was subsequently instituted into the conduct of the Spanish captain; but our Government, particularly Lord Castlereagh, was much blamed, and very deservedly so, for their truckling conduct in this most lamentable affair. Mr. Walker was a man of transcendant abilities; his genius might be said to have been universal; but he was not a supporter of the then existing ministry.

JOSEPH NEILL, Esq.

Obtained a lieutenant's commission in Nov. 1806; and served during the last two years of the French war in the Gloucester 74, Captain Robert Williams, on the Baltic station. In 1814, he went in the same ship to the Leeward Islands and Quebec. On the 26th Aug. 1815, he was promoted to the rank of commander.

ROBERT SKIPSEY, Esq.

Was made a lieutenant in Nov. 1790; and commander on the 28th Aug. 1815.

CHARLES HENRY CROOKE, Esq.

Was badly wounded in four places, while acting as lieutenant, and commanding the boats of the Circe frigate, Captain (now Sir Francis A.) Collier, in an unsuccessful attack upon the French national brig Cygne, near St. Pierre, Mar-

tinique, Dec 12th, 1808 *. His first commission bears date Jan. 9th, 1809; after which we find him serving in the President frigate, successively commanded by Captains Samuel Warren and Francis Mason. He obtained his present rank on the 30th Aug. 1815; and a pension of £150 per annum, on account of his wounds, Feb. 16th, 1816.

HENRY JOHN HATTON, Esq.

A Gentleman Usher of His Majesty's Privy Chamber.

This officer was the second and youngest son of George Hatton, Esq. formerly M. P. for Lisburne, co. Antrim, by Lady Isabella R. Seymour Conway, sixth daughter of Francis, first Marquis of Hertford. He was born at Dublin in 1790; and entered the royal navy towards the close of 1803, as midshipman on board the Crescent 36, Captain Lord William Stuart, whom he followed into the Lavinia 38, and continued to serve under till advanced to the rank of lieutenant, Nov. 3d, 1809. During the remainder of the war, we find him in the Iris frigate, commanded, for the last three years thereof, by Captain Hood Hanway Christian. The Lavinia led the squadron which forced the passage between the batteries of Flushing and Cadsand, exposed to the enemy's fire during two hours (owing to the lightness of the wind and an adverse tide), Aug. 11th, 1809. The Iris was actively employed on the north coast of Spain in 1811 and 1812 †; and subsequently captured three American letters of marque.

The subject of this article obtained a commander's commission on the 30th Aug. 1815; and married, in Sept. 1831, a few months only before his death, Josephine Louise, daughter of the late Mons. Lavoley, of Rouen, in Normandy.

* See Suppl. Part I. p. 420 *et seq.*

† See Vol. II. Part II. pp. 521—527.

CHARLES DU CANE, Esq.

Served as master's-mate on board the Mercury 28, Captain (now Sir James A.) Gordon; and was employed in her boats at the capture of seven Spanish tartans, under the batteries of Rota, April 4th, 1808 *. He passed his examination in July 1809; obtained the rank of lieutenant in Dec. following, on which occasion, we believe, he was appointed to the Egeria sloop, Captain Lewis Hole; and subsequently served under Captains Joseph Bingham and Richard Raggett, in the Egmont and Spencer 74's. He was advanced to his present rank on the 30th Aug. 1815; and has since been employed as inspecting commander of the coast-guard, viz. at Harwich, in 1824; and at Ryde, Isle of Wight, in 1825.

This officer married, in 1823, Frances, second daughter of the Rev. C. Prideaux Brune, of Prideaux Place, co. Cornwall.

PATRICK DUFF HENRY HAY, Esq.

Was made a lieutenant on the 31st July, 1812; appointed to the Ramillies 74, Captain (now Sir Thomas M.) Hardy, Oct. 3d following; and advanced to the rank of commander Aug. 31st, 1815. He commissioned the Redpole sloop in Nov. 1820; and was removed from that vessel to the Medina, on the Mediterranean station, Dec. 13th, 1821.

WILLIAM ROBERT DAWKINS, Esq.

Was made a lieutenant on the 2d July, 1810; promoted to the rank of commander on the 1st September, 1815; and appointed to the Helicon sloop, fitting out for the West India station, May 18th, 1821. He died September 1st 1824.

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* See Vol. II. Part II. p. 802.

ALEXANDER M'KONOCHIE, Esq.

Secretary to the London Geological Society.

This officer served as midshipman on board the Ethalion frigate, Captain (now Sir Thomas J.) Cochrane, on the West India station; obtained the rank of lieutenant on the 15th Sept. 1809; and was a prisoner of war at Verdun, in Dec. 1813. His commission as commander bears date Sept. 8th, 1815. He is the author of "A Summary View of the Statistics and existing Commerce of the principal Shores of the Pacific Ocean; with a sketch of the advantages, political and commercial, which would result from the establishment of a central free port within its limits; and also of one in the Southern Atlantic, viz., within the territory of the Cape of Good Hope, conferring on this latter, in particular, the same privilege of direct trade with India and the Northern Atlantic, bestowed lately on Malta and Gibraltar." 8vo. published in 1818. A review of this very interesting and entertaining production appeared in Blackwood's Edinburgh Magazine, III. 695 *et seq.*

CHARLES LECHMERE, Esq.

Served as midshipman under Captain John Cramer (now Sir Josiah Coghill), in the Concorde frigate, on the East India station; passed his examination, and was made a lieutenant, in Dec. 1807; served as such in the Lively frigate, Captain George M'Kinley; San Josef 114, bearing the flag of Sir Charles Cotton, commander-in-chief on the Mediterranean station; and Cyrus 20, Captain William F. Carroll; obtained the rank of commander on the 18th Sept. 1815; and died previous to July 1823.

HENRY BENJAMIN WYATT, Esq.

Is a son of Mr. Wyatt, the celebrated architect. He passed his examination in June, 1809; and, at the inter-

cession of a royal princess, was promoted to the rank of lieutenant, by commission dated July 3d, 1809, appointing him to the Magnet sloop, Captain John Smith (*a*), then about to join the Walcheren expedition. He afterwards served in the Ruby 64, Captain Robert Williams; and Cumberland 74, Captain (now Sir Thomas) Baker. His promotion to the rank of commander took place Sept. 18th, 1815.

GEORGE BIGNELL, Esq.

Son of John Bignell, Esq. now thirty-nine years a purser in the royal navy.

This officer's first commission bears date Sept. 10th, 1801. He was severely wounded, and obliged to surrender to the Americans, while commanding the Hunter brig, under the orders of Captain Robert Heriott Barclay, on Lake Erie, Sept. 10th, 1813 *. He obtained his present rank on the 19th *, Sept. 1815; and about the same period, a pension for wounds, of £150 per annum.

NEWDIGATE POYNTZ, Esq.

Was made a lieutenant in Sept. 1807; and commander on the 19th Sept. 1815.

WILLIAM BOURCHIER, Esq.

Was made a lieutenant in February 1810; and afterwards employed in the Gibraltar flotilla, under the orders of Commodore Penrose. He subsequently commanded the Newash schooner, on Lake Huron; where he remained until the breaking up of the naval establishment in Canada, in 1817. His commission as commander bears date Sept. 19th, 1815.

This officer married, April 8th, 1821, Emma, second daughter of John Mills Jackson, of Downton, co. Wilts, Esq.

* See Vol. III. Part I. pp. 189 and 191.

MICHAEL MATTHEWS, Esq.

Son of Mr. F. Matthews, formerly in the ordnance department, at Portsmouth.

This officer obtained the rank of lieutenant on the 15th Oct. 1806; and subsequently served under Captains Charles Ekins and Joseph Prior, in the Defence and Minden, 74's, on the Baltic and East India stations. He was made a commander, into the Hesper sloop, Sept. 20th, 1815.

HON. ARTHUR RICHARD TURNOUR.

Second son of Edward second Earl of Winterton, by Jane, daughter of Richard Chapman, Esq. of London. This officer was born on the 14th Jan. 1737; made a lieutenant in Aug. 1807; and advanced to the rank of commander Sept. 20th, 1815.

THOMAS FERRIS, Esq.

Was made a lieutenant into the Centaur 74, bearing the flag of Sir Samuel Hood, Oct. 19th, 1807. He subsequently served under Captains Pulteney Malcolm, Sir Michael Seymour, and Joseph James, in the Donegal 74, Hannibal 74, and Tanais frigate; obtained his present rank on the 20th Sept. 1815; and was appointed an inspecting-commander on the coast-guard service, July 6th, 1830.

EDWARD FORLOW SCOTT, Esq.

Was made a lieutenant on the 16th March, 1808; and commander Sept. 20th, 1815.

WILLIAM GILBERT ROBERTS, Esq.

Youngest son of William Roberts, Esq. late a captain in

the 2d, or Queen's, regiment of dragoon guards, by Sarah Gawen, of Salisbury, whose family, for many generations, possessed considerable estates in Wiltshire. His paternal ancestors were related to the former Earls of Radnor, and long settled in Yorkshire, from whence his grandfather emigrated to Poland, where he formed a noble alliance, and had several children *.

This officer was born at Salisbury, co. Wilts, July 21st, 1791. He entered the royal navy early in 1804; and served the whole of his time as midshipman in the Terrible 74, Captain Lord Henry Paulet, on the Channel, West India, and Mediterranean stations. On the 19th Aug. 1806, while pursuing a French squadron under Mons. Villaumez, that ship was totally dismasted in a hurricane, which continued with unabated violence for thirty-six hours †.

A few days after he had passed his examination, Mr. Roberts received, through the interest of Lord Henry Paulet, an appointment from Lord Collingwood, to act as lieutenant of the Terrible; which was confirmed by the Admiralty on the 3d March, 1810. His next appointment was, about May 1811, to the Dreadnought 98, Captain Samuel Hood Linzee, then preparing to sail for the Baltic; from whence she departed in November following, in company with the ill-fated St. George, Defence, and Hero. On her return home, after encountering much severe weather, she was found unfit for further service, and ordered to be paid off at Plymouth.

Lieutenant Roberts afterwards served under Captains William Isaac Scott and George Bell, in the Freya troop-ship and Medusa frigate, the former employed in taking out reinforcements to the army in the peninsula, and bringing to England French prisoners for the different depôts; the latter as a cruiser on the North coast of Spain.

In December 1813, lieutenant Roberts was recommended by his warm and constant friend Lord Henry Paulet, then at the Board of Admiralty, to Sir Alexander Cochrane, who

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* See Suppl. Part IV. notes * and † at p. 23.

† See Suppl. Part II. p. 382 *et seq.*

had just obtained the chief command on the North American station. On the 30th of the same month, he was appointed to that officer's flag-ship, the Asia 74; and we subsequently find him following the vice-admiral into the Tonnant 80. During the operations against Washington and Baltimore, he was actively employed in boats and on shore; and he appears to have been severely wounded in the head, while commanding the barge of the latter ship, under the orders of Captain Nicholas Lockyer, at the capture of five heavy gun-vessels on Lac Borgne, Dec. 14th, 1814*.

After the failure of the expedition against New Orleans, Lieutenant Roberts commanded a detachment of boats employed in watching Fort Boyer, for the purpose of preventing the American garrison from escaping to, or having any communication with, the town of Mobile.

On the 11th Feb. 1815, at the close of the day, a furious tornado suddenly convulsed the Mobile-river in a most extraordinary manner, and hurried its stream, with almost overwhelming velocity, into the ocean. Lieutenant Roberts, then in the Tonnant's launch, lying at a grapnel off the recently surrendered fort, instantly used every exertion to dismount the boat's carronade, and to prepare her to withstand the violence of the storm; but such was its suddenness and impetuosity, that, before he could effect his object, the grapnel rope parted, and he was blown, in a nearly water-logged state, out to sea; every returning wave making the fate of himself and his companions, (24 in number,) apparently the more inevitable. Providentially, however, although in the gloom of night, the Meteor bomb, Captain Samuel Roberts, was discovered at anchor, and in such a truly fortunate direction that the boat drove near to, and by means of ropes thrown to her, was hauled alongside, scarcely a minute before she went down, in nine fathoms water, taking with her every article both of public and private property.

For his exemplary conduct on the above occasions, Sir Alexander Cochrane was pleased to appoint Lieutenant

* See Suppl. Part IV. pp. 5 and 7.

Roberts acting commander of the Sophie sloop; the Committee of the Patriotic Fund presented him with £50 for the purchase of a sword; and, as a *finale*, the Board of Admiralty signed a commission, promoting him to his present rank, Sept. 20th, 1815. In the following year, he volunteered his services in the expedition against Algiers; but this, like every subsequent effort on his part to obtain further employment, proved abortive. In Sept. 1818, and June 1825, he received letters from Admiral Sir Alexander I. Cochrane, of which the following are copies:

"Dear Sir,—My absence in the Highlands has prevented me from replying to your letter of the 22d ultimo sooner, and I feel a sincere regret that I cannot aid you in your views to obtain a ship. I really have little or no interest with the Admiralty; and I am at a loss how to obtain an appointment for my son, to place him in the way of promotion. Your pretensions are good; and I recommend your applying to Lord Melville, who often acts from the impulse of the moment, and may lend a favorable ear to officers of merit. Wishing you every success, I remain, &c.

(Signed) "ALEX. I. COCHRANE."

"In reply to your letter of the 19th, I have much satisfaction in bearing testimony to the zeal and ability you displayed, while under my command upon the coast of America. In the various services carried on during the last years of the American war, I was particularly fortunate in being so well supported by the officers serving under me, and by none more than yourself. As those services were officially made known to the Admiralty, I should hope that they will be considered in any application you may make for employment; which I sincerely hope you may obtain. I am, dear sir, your most faithful and obedient humble servant,

(Signed) "ALEX. I. COCHRANE."

Commander W. G. Roberts married, Feb. 5th, 1823, Sophia Frances, youngest daughter of the late William Wyndham, of Dinton, co. Wilts, Esq. whose descent may be traced from the same source as that of the Earls of Egremont.

WILLIAM MONILAWS, Esq.

WAS made a lieutenant in Feb. 1812; and commander on the 20th Sept. 1815.

GEORGE TUPMAN, Esq.

Obtained a lieutenant's commission on the 19th Mar. 1805; commanded the boats of the Meleager frigate, Captain John Broughton, at the capture of le Renard, French privateer, mounting one long six-pounder, with a complement of 47 men, off St. Iago de Cuba, Feb. 8th, 1808; and subsequently served under Captains Lucius Curtis and the Hon. T. B. Capel, in the Magicienne frigate and la Hogue 74. He was acting commander of the Chanticleer sloop, at the reduction of Guadaloupe, by the forces under Sir James Leith and Sir Philip C. Durham, in Aug. 1815; and advanced to his present rank on the 9th Oct. following.

SAMUEL WRIFORD, Esq.

Was a midshipman on board the Cæsar 80, Captain Sir Richard J. Strachan, at the capture of four French line-of-battle ships, under Mons. Dumanoir le Pelley, Nov. 4th, 1805. He obtained the rank of lieutenant on the 22d of the same month; served as such in the Venerable 74, Captain Sir Home Popham, during the Walcheren expedition; and, subsequently, as first of the Pembroke 74, Captain James Brisbane, on the Channel and Mediterranean stations. The manner in which the latter ship was employed will be seen by reference to Vol. II. Part I. p. 409 *et seq.*

This officer was advanced to his present rank on the 10th Oct. 1815. He married in June, 1822, Mary, second daughter of the late Mr. Peter Goodman Glubb, of Liskeard, co. Cornwall.

MARK WHITE, Esq.

Passed his examination in Oct. 1809; obtained a lieutenant's commission on the 13th Aug. 1810; served during the remainder of the war in the Berwick 74, latterly commanded by Captain Edward Brace, on the Mediterranean station; and was promoted to his present rank Oct. 10th, 1815.

CHARLES RICH, Esq.

A son of the late Admiral Sir Thomas Rich, and brother to Captain George Frederick Rich, R. N.

This officer served as midshipman under Commodore (now Sir Edward W. C. R.) Owen ; passed his examination in May 1810; obtained a lieutenant's commission on the 28th of the following month ; and was advanced to his present rank Jan. 27th, 1816.

WILLIAM WOODLEY, Esq.

Passed his examination in Mar. 1812 ; obtained his first commission on the 25th June following; and was promoted to his present rank, after serving on board the Royal Charlotte yacht, in attendance on the Princess Charlotte of Wales, at Weymouth, Mar. 11th, 1816.

GEORGE DOMETT, Esq.

Nephew to the late Admiral Sir William Domett, G. C. B.

This officer was made a lieutenant and appointed to the Scipion 74, Captain (now Sir Henry) Heathcote, in April, 1812 ; appointed to the Nymphe frigate, Captain Farmery P. Epworth, June 11th following; and promoted to the command of the Peacock sloop, June 7th, 1814. We subsequently find him in the Briseis sloop, on the Jamaica station.

WILLIAM ROBERTS (*a*), Esq.

Was made a lieutenant on the 12th July, 1810; and promoted to the rank of commander Aug. 5th, 1816.

PHILIP THICKNESSE HORN, Esq.

Was wounded while serving as master's-mate of the Amazon frigate, Captain Edward Riou, at the battle of Copen-

hagen, April 2d, 1801. He obtained his first commission on the 7th Oct. 1805; and, after successively serving as senior lieutenant of the Indus 74, Captain William Hall Gage; Boyne 98, Captain Frederick L. Maitland; Vengeur 74, Captains Tristram R. Ricketts, and Thomas Alexander; and Superb 74, Captain Charles Ekins, in which ship he received a severe wound at the battle of Algiers, was promoted to the rank of commander, Sept. 16th, 1816.

JOSEPH BENJAMIN HOWELL, Esq.

Obtained a lieutenant's commission on the 22d Jan. 1806; served as first of the Minden 74, Captain William Paterson, at the battle of Algiers; and was promoted to his present rank, Sept. 16th, 1816. He married, Oct. 1st, 1823, Patience, youngest daughter of the Rev. William George, M. A. vicar of North Petherton, co. Somerset.

THOMAS REVANS, Esq.

Is of a Suffolk family, and the youngest of six brothers, four of whom devoted themselves to the service of their country, on the breaking out of the French revolutionary war. He was born at Lymington, co. Hants, in Oct. 1781, and entered into the royal navy in Dec. 1792. After serving on board the Lizard 28, Sheerness 44, and Hannibal 74, he was wrecked in la Determinée troop-ship, Captain Alexander Becher, Mar. 26th, 1803 *. We afterwards find him in the Dreadnought 98, and Ville de Paris 110, the latter ship bearing the flag of the veteran Cornwallis, commander-in-chief of the Channel fleet. His first commission, appointing him lieutenant of the Hibernia 120, flag-ship of Earl St. Vincent, bears date Aug. 4th, 1806. He subsequently served in the Revolutionnaire and Minerva frigates; as senior lieutenant of

* See Vol. II. Part. II. p. 584 *et seq.*

l'Impetueux 76, successively commanded by Captains John Lawford and David Milne; and of the Dublin, Venerable, and Bulwark, 74's, under the latter officer. On the occasion of la Determinée's destruction, he was one of five persons who remained on the wreck to the latest moment, with their captain.

Mr. Revans's next appointment was to be flag-lieutenant to Rear-Admiral Milne, in which capacity he bore a part at the memorable battle of Algiers. His promotion to the rank of commander took place on the 16th Sept. 1816. He is married, but has no issue. One of his brothers lost an arm in the naval service, and died at St. Domingo, in 1797.

THOMAS SANDERS, Esq.

Served as midshipman under Captain (afterwards Rear-Admiral) Percy Fraser in la Nymphe frigate; and lost two of his fingers by the breaking of her spanker-boom, on which he happened to be standing while a smuggling vessel was endeavouring to effect her escape to leeward. He obtained his first commission on the 19th Sept. 1806; served in the Raleigh sloop, Captain George Sayer (*b*), during the Walcheren expedition; afterwards in the Egmont 74, Captain Joseph Bingham; lastly, as senior lieutenant of the Leander 50, Captain Edward Chetham, C. B. at the battle of Algiers; and was promoted to his present rank, Sept. 16th, 1816.

JOHN PARSON, Esq.

Was made a lieutenant on the 1st Nov. 1807. During the latter part of the late French war, he served under Captain Sir E. T. Troubridge, in the Armide frigate. He was senior lieutenant of the Granicus, Captain William F. Wise, at the battle of Algiers; and, for his conduct on that occasion, promoted to the rank of commander, Sept. 16th, 1816.

JAMES DAVIES, Esq.

Obtained a lieutenant's commission on the 11th Dec. 1807; served as first of the Severn frigate, Captain the Hon. Frederick W. Aylmer, at the battle of Algiers; and was promoted to the rank of commander, Sept. 16th, 1816.

GEORGE M'PHERSON, Esq.

Entered into the royal navy, in 1800, as midshipman on board the Dragon 74, Captain (afterwards Sir George) Campbell; under whose flag (as rear-admiral) he subsequently served in the Canopus 80, on the Mediterranean station. From thence he went, in the same ship, bearing the flag of Rear-Admiral (afterwards Sir Thomas) Louis, and forming part of the squadron under Lord Nelson, to the West Indies, in pursuit of the combined fleets of France and Spain, under Mons. Villeneuve. After Sir John T. Duckworth's battle, off St. Domingo, Feb. 6th, 1806, he sailed for England in le Brave, prize 74, the fate of which ship is recorded in Vol. I. Part II. p. 594.

We next find Mr. M'Pherson serving in the Canopus at the forcing of the passage of the Dardanelles; and, if we are not misinformed, it was he who commanded the boat which rescued Captain (now Sir Henry) Blackwood, from a watery grave, when the Ajax, an 80-gun ship, under the command of that officer, was destroyed by fire, near the island of Tenedos, in the night of Feb. 14th, 1807 *. During the subsequent fruitless negociations with the Turks, he assisted in a disastrous attempt to drive a party from Prota, an island in the Sea of Marmora †.

After Sir John T. Duckworth's retreat from before Constantinople, the Canopus accompanied him to Egypt, whither a conjunct expedition had already proceeded, under the com-

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* See Vol. I. Part II. p. 648, *et seq.*

† See Suppl. Part. II. p. 138, *et seq.*

mand of Major-General Fraser and Captain Hallowell (now Sir Benjamin H. Carew). While there, Mr. M'Pherson greatly distinguished himself in command of some gun-boats occupying an important position on Lake Mareotis. In Mar. 1808, he was made a lieutenant, and appointed to the Warspite 74, fitting out at Chatham. From that ship he removed into the Caledonia 120, bearing the flag of Lord Gambier, previous to the attack upon a French squadron in Aix Roads, April 11th, 1809. Subsequent thereto, he displayed great zeal, judgment, and ability, as a volunteer in the flotillas employed against Walcheren and in defending Cadiz; on which latter service he appears to have been shot through the left leg and in his breast, while gallantly preventing the escape of a prison-ship, having on board five hundred Frenchmen, well provided with small-arms. For these injuries he was granted a paltry pension of 45*l.* 12*s.* 6*d.* per annum, Aug. 22d, 1811. He afterwards served in the Egmont 74, Captain Joseph Bingham; Warspite, Captains the Hon. Henry Blackwood and Lord James O'Brien; Liffey frigate, Captain John Hancock; Vengeur 74, Captain Thomas Alexander; and as first lieutenant of the Glasgow frigate, Captain the Hon. Anthony Maitland, at the battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

Gifted with the advantages of a powerful mind, regulated by the most scrupulous sense of honor, and devotion to the duties of his profession, the subject of this sketch gained, in a high degree, the confidence of his superiors, and secured the admiration of all who witnessed his conduct. The same energy of mind and firmness of character which distinguished him as an officer, prompted him in his retirement to further usefulness in the service of the public, as an active and faithful magistrate. In the more private walks of life, his warm and hospitable disposition, cheerful, though modest and unassuming manner, and his sincere and steady friendship, eminently fitted him to promote the happiness of social intercourse. He died at Milltown Cottage, Ordesier, Inverness, in May or June, 1824.

JAMES BOYLE BABINGTON, Esq.

Passed his examination, and was made a lieutenant, in April, 1810. He subsequently served in l'Aigle frigate, Captain Sir John Louis; Woodlark sloop, Captain William Cutfield; and as first of the Impregnable 98, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers. He obtained the rank of commander Sept. 16th, 1816; and was afterwards employed in the coast-guard service, between Great Yarmouth and Burnham. This officer died in 1826.

ROBERT HAY, Esq.

Passed his examination in Mar. 1812; obtained a commission on the 13th Aug. following; and subsequently served under Captains John Ferris Devonshire and John Coode, in the Albion 74; of which ship he was first lieutenant at the battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

In May, 1821, this officer won the prize given by the Edinburgh Royal Company of Archers, after a contest of three days in Hope Park. On the 14th June, 1822, he was appointed to the Delight sloop, fitting out for the Cape of Good Hope station; and on the 23d Feb. 1824, he perished, with all his officers and crew; owing to that vessel having been taken a-back in a heavy gust of wind, which sent her down stern-foremost, when about to enter Port Louis.

JAMES SYMONS, Esq.

Son of the late Lieutenant James Symons, of the royal naval hospital at Plymouth.

This officer was made a lieutenant in Feb. 1808; appointed to the Vestal troop-ship, about Aug. 1810; and sentenced to be dismissed from H. M. service, Oct. 27th, 1811, for disobedience of orders and neglect of duty, in having suffered

Mr. William Nicholls, master of an American merchant brig, to go on shore and be at large, contrary to the express directions of his captain; when the said Mr. Nicholls was under detention on a charge of having, after the brig which he commanded had been detained and ordered to Plymouth, overpowered the prize crew, and turned them adrift in a boat ninety miles distant from the land.

In 1813, we find Mr. Symons restored to his former rank, and serving under Captain (now Sir David) Milne, in the Venerable and Bulwark 74's. His last appointment was to the Leander 50, fitting out for the flag of the same officer, as commander-in-chief on the Halifax station; of which ship he was second lieutenant at the memorable battle of Algiers. He obtained a commander's commission on the 17th Sept. 1816; married, Sept. 1st, 1818, Miss Jacobson, of Plymouth; and died, we believe, in 1829.

RICHARD HOWELL FLEMING, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and of Merit.

This officer first embarked in April 1793, at the age of fourteen years, as a volunteer on board the Solebay frigate, Captain William Hancock Kelly, in which ship he was present at the reduction of Martinique, St. Lucia, and Guadaloupe, by the military and naval forces under Sir Charles Grey and Sir John Jervis, in March and April, 1794. On his return from the West Indies, in Nov. 1795, he was discharged and sent home by Captain Kelly's successor (the present Sir Henry W. Bayntun), a favor not extended to any other of the crew. In Feb. 1796, he again volunteered, and was received on board the Romney 50, fitting out for the flag of Sir James Wallace, in which ship he served under Captains Frank Sotheron, John Bligh, and John Lawford, on the Newfoundland and North Sea stations, until invalided on account of a severe hurt in his knee, in Oct. 1798. When recovered, he shipped himself on board an East Indiaman, in which he made one voyage out and home; and on his return to Eng-

land, in June, 1800, joined a transport employed in carrying stores to the West Indies and Mediterranean, until paid off in May, 1802. He then entered into the revenue service, and continued till June, 1804; when we find him once more volunteering to serve afloat, under the flag of Sir Edward Pellew, with whom he soon afterwards sailed for India, in the Culloden 74.

While on that station, Mr. Fleming was successively removed into the Howe and Cornwallis frigates, the Harrier sloop, and Sir Edward Hughes 38; in which latter ship he returned home, under the command of Captain Edward Ratsey, about Oct. 1807. He afterwards re-visited the West Indies, in the York 74, Captain Robert Barton; and was appointed acting lieutenant of that ship by Sir Alexander Cochrane, Dec. 14th, 1808. During the subsequent operations against Martinique, he commanded a division of 100 seamen, landed to act in conjunction with the army under Lieutenant-General Beckwith. His first commission bears date Sept. 26th, 1809; previous to which he had witnessed the reduction of the island of Walcheren.

The York was next employed on the Mediterranean station, where Lieutenant Fleming appears to have served in that ship, and the Conqueror and Ajax 74's, under Captains Barton, Edward Fellowes, and Sir Robert Laurie, until appointed by Sir Edward Pellew to the command of the Pylades (afterwards Carlotta) gun-brig, in Jan. 1812. While belonging to the Conqueror, he was sent with three boats under his orders to attempt cutting out an enemy's armed vessel, lying at Arus, in the Gulph of Genoa; but it being mid-day, and the military having collected in great force, he found himself under the necessity of relinquishing his object, with the loss of seventeen or eighteen men wounded—some mortally and all the rest severely. In the Carlotta, he captured several small vessels, including a French privateer, and partook of various services on the coasts of Tuscany and Genoa.

In April, 1813, Mr. Hugh Stewart Morris, midshipman of the Carlotta, was tried by a court-martial, for disobedience of

orders, for embezzling, or designing to embezzle, the cargo of a prize settee, and for attempting to desert; as were also Francis Baynson and François Richie, seamen, for aiding him therein, and attempting to desert. It appeared in evidence, that the settee was detained on the 18th Oct. 1812, and the prisoner Morris sent on board to take charge of her, with orders to accompany the Carlotta to Malta. He, however, parted company on the night of the 19th, and went to Port St. Vito, from thence to Palermo, where he remained twenty days, and sold great part of the cargo. The morning after he sailed from Palermo, he proposed to the crew to sell the vessel and every thing remaining on board: he then directed the oakum to be picked out of her bottom, so as to cause a leak forward; and having anchored between Rochelle and Cephalu, landed the remainder of the cargo, and agreed with a Sicilian to sell it and the wreck for 373 doubloons; having done which, two holes were made underneath the counter, and the settee run on shore. From Cephalu, Morris and part of the crew, with whom he had divided the money, proceeded to Messina, where they continued some days, and were apprehended by the British deputy-quarter-master-general, as they were on the point of taking a boat to go over to Calabria. The Court decided that the charges had been proved against the three prisoners, and adjudged the following punishments; *viz.* Hugh Stewart Morris to be mulcted of all pay and prize-money then due to him, to be imprisoned two years in solitary confinement, and to be rendered incapable of ever again serving His Majesty, his heirs and successors, either as an officer or petty-officer. Francis Baynson to be mulcted of all pay and prize-money due to him, and to receive two hundred lashes. François Richie to be mulcted of all his pay and prize-money, and to be disposed of as a prisoner of war.

The Carlotta was paid off in Feb. 1815; and Lieutenant Fleming soon afterwards joined the Impregnable 98, bearing the flag of Sir Josias Rowley, from which ship he was appointed to the temporary command of the late Neapolitan sloop of war Joachim, May 22d following. In that vessel, he

conveyed despatches from Naples to Palermo, announcing the surrender of the former capital; and subsequently served as a volunteer at the siege of Gaieta. The Impregnable appears to have been put out of commission in December, 1815.

Lieutenant Fleming's last appointment was, July 3d, 1816, to the Queen Charlotte 120, fitting out for the flag of Lord Exmouth, and destined against Algiers. During the attack upon that "warlike city," he commanded with great credit a battering-vessel (No. 5), mounting one 68-pounder; and after expending all his ammunition, blew up an ordnance sloop, charged with 143 barrels of gunpowder, close under the semicircular battery to the northward of the lighthouse; which must have operated very successfully as a diversion in favour of the severely mauled Impregnable. He obtained the rank of commander on the 17th Sept. 1816.

This officer was the first person who fully represented the sufferings of the Christians in slavery at Algiers; for which, and his subsequent services, the King of the Two Sicilies was pleased to confer upon him the Order of St. Ferdinand and Merit. He married, Jan. 8th, 1821, Eliza, daughter of P. George, Esq. of Berkeley Square, Bristol.

JOHN DAVIES (*b*), Esq.

Obtained the rank of lieutenant on the 2d Feb. 1809; and served as such under Captain Nicholas Lockyer, in the Hound sloop, off Flushing; and Captain James Macnamara, in the Edgar and Berwick 74's, on the Baltic and Channel stations. We lastly find him in the Queen Charlotte 120, bearing the flag of Lord Exmouth, at the battle of Algiers. He was made a commander on the 8th Oct. 1816.

PHILIP LE VESCONTE, Esq.

A son of the late Mr. Philip Le Vesconte, who lost a leg in Earl Howe's action, June 1st, 1794, and died purser of

the Royal William 84, flag-ship at Spithead, May 25th, 1807.

This officer was wounded on board the Monarch 74, Captain James Robert Mosse, at the battle of Copenhagen, April 2d, 1801; and wrecked in the Magnificent 74, Captain William Henry Jervis, near Brest, March 25th, 1804; on which latter occasion eighty-six of his shipmates were taken prisoners. He obtained the rank of lieutenant in May, 1801; and served for several years, previous to and since the peace, as first of the Elephant and Queen 74's, the former ship commanded by the present Rear-Admiral Austen, in the North Sea and Baltic; the latter bearing the flag of the late Sir Charles V. Penrose, on the Mediterranean station. His commission as commander bears date Nov. 7th, 1816.

JOHN PAYNTER, Esq.

Obtained his first commission in Aug. 1810; served as flag-lieutenant to Lord Exmouth, in 1815; and was advanced to his present rank, Nov. 7th, 1815.

LEWIS CAMPBELL, Esq.

Son of a Greenock merchant, and first cousin to Thomas Campbell, Esq. the celebrated poet.

This officer was made a lieutenant on the 7th Jan. 1802; and appears to have served successively as first of the Ville de Paris 110, Captain (afterwards Sir George) Burlton, on the Mediterranean station; Stirling Castle 74, Captain Sir Home Popham, employed in conveying the late Marquis of Hastings from England to Bengal; and Cornwallis 74, bearing the flag of Sir George Burlton, when commander-in-chief in the East Indies. He obtained the rank of commander on the 15th Nov. 1816; and died at Bothwell Mount Cottage, near Glasgow, in Aug. 1825. His brother, Robert Campbell, Esq. was made a commander in 1821.

RICHARD BLUETT, Esq.

Obtained a lieutenant's commission on the 7th May, 1800; and served as first of the Raisonnable 64, Captain (now Sir Josias) Rowley, who in his official letter to Vice-Admiral Bertie, reporting the capture of St. Paul's, in Isle Bourbon, says, "I have given the charge of la Caroline (French frigate) to Lieutenant Bluett, to whose steadiness and good conduct I feel much indebted, both on this and other occasions." At the close of the late war with France, he was senior lieutenant of the Princess Caroline 74, Captain Hugh Downman. His promotion to the rank of commander took place Dec. 6th, 1816.

JOHN ROBERTSON (*a*), Esq.

Was made a lieutenant on the 26th Jan. 1805; and commander Dec. 9th, 1816. Previous to his obtaining the latter rank, he had served in the Belle Poule frigate, Captain (afterwards Sir James) Brisbane; and San Josef and Queen Charlotte, first rates, bearing the flags of the late Sir Charles Cotton and Viscount Keith, successive commanders-in-chief on the Channel station.

JOHN PENGELLY PARKIN, Esq.

Passed his examination, and obtained a commission in Sept. 1814; subsequently served as flag-lieutenant to Sir Richard King, on the East India station; and was promoted by that officer to the command of the Bacchus sloop, Dec. 12th, 1816.

THOMAS WENTWORTH BULLER, Esq.

Obtained his first commission on the 8th Dec. 1812. His subsequent appointments were, Feb. 5th, 1813, to the Indus 74, Captain (now Rear-Admiral) William Hall Gage, fitting

out for the Mediterranean station; April 16th, 1814, to the Diomede troop-ship, Captain Charles Montagu Fabian; and, June 16th, 1815, to be flag lieutenant to Sir John T. Duckworth, port-admiral at Plymouth. His promotion to the rank of commander took place April 19th, 1817.

This officer married, Oct. 24th, 1827, Ann, only daughter of the late Edward Divett, of Bystock, co. Devon, Esq.

ROBERT ROCHFORD FELIX, Esq.

Son of Dr. Felix, of Bristol. This officer obtained a lieutenant's commission on the 20th Sept. 1806; and subsequently served under Captains James Macnamara, Paul Lawless, and Francis W. Austen, in the Edgar 74, Vautour sloop, and Elephant 74, on the North Sea and Baltic stations. He was promoted from the Salisbury 58, bearing the flag of Rear-Admiral John E. Douglas, at Jamaica, to the command of the Rifleman sloop, June 10th, 1817. We afterwards find him in the Beaver 10, on the same station, where he continued until Oct. 1818.

CHARLES MOORE (*b*), Esq.

Was made a lieutenant on the 26th Jan. 1813; and served on shore, under the command of Captain (now Sir Charles) Rowley, at the reduction of Trieste, by the Austrian and British forces under General Count Nugent and Rear-Admiral Fremantle, in the month of October following. He was appointed flag-lieutenant to Sir Charles Rowley, on that officer assuming the chief command in the river Medway, Aug. 1816; and we subsequently find him lent to the Royal Sovereign yacht, Captain Sir Edward W. C. R. Owen, employed in conveying Louis Philippe, Duc d'Orleans, now King of the French, from England to Calais. The following is translated from the *Moniteur:*

"*Calais, April 17th,* 1817.

"Yesterday, about 9 A. M., the Eleanor, from Nantz to Dunkirk,

with corn, burthen 72 tons, with a crew of seven men, was driven on shore eastward of our harbour, during a strong north-west gale. Certain death seemed to await the unfortunate crew, who uttered the most piercing cries. At the instant when all seemed to be over with them, for one or two had been washed away, a boat sent from the Royal Sovereign yacht was seen darting through the surf, manned by Lieutenant Charles Moore and eight British seamen. Commodore Owen placed himself at the extremity of the jetty, and, although repeatedly almost washed away by the sea, by his voice and gestures animated and directed the boat's crew. The danger of those remaining on board increased every instant, and in a few minutes four were successively forced into the deep. The three survivors were seen imploring succour in the most agonizing manner: the generous and intrepid Moore neglected no efforts, and finally succeeded in saving, by means of a rope thrown from the boat, two of the crew, with whom he returned to the jetty, not being able to keep his boat longer above water. Captain Wilkinson of the Dart Packet, belonging to Dover, then threw himself into the boat, to lend his assistance, and she put off for the wreck once more. The last of the Eleanor's crew still remained alive, and had lashed himself to the mast. The boat had again reached the wreck, when Lieutenant Moore, who stood up to give directions to his men, and to encourage the half-drowned Frenchman, was suddenly struck by a tremendous wave, and thrown into the sea. Consternation seized on all his companions, and they were struck motionless, when their brave officer again made his appearance, swimming alongside. He had passed under the bottom of the boat. Notwithstanding his accident, he, with the utmost coolness, ordered her again to be rowed to the wreck. By this manœuvre, the spirits of the unfortunate Frenchman were revived; and he rather hastily loosened himself from the mast, then precipitated himself into the sea. He was seen on the surface for an instant, and every exertion was made to save him; but he sunk to rise no more. The boat then returned to the jetty, and the gallant officer and crew received the thanks and congratulations of a thousand spectators."

For his conduct on this occasion, Mr. Moore was promoted to the rank of commander, June 24th, 1817. He married, in 1819, at Grantham, co. Lincoln, Elizabeth Ann, second daughter of the late Rev. Richard Palmer.

JOHN COLPOYS HEASLOP, Esq.

Passed his examination in Oct. 1813, and was made a lieutenant on the 6th of the following month. He subse-

quently served under Captain John Martin Hanchett, in the Diadem troop-ship; Captains Farmery P. Epworth and George M'Kinley, in the Bulwark 74; Captain Charles Buller, C. B. in the Akbar 50; and Captain Samuel Jackson, C. B. in the Niger 38; from which latter ship he was advanced to the rank of commander, June 24th, 1817.

WILLIAM ELLIOT WRIGHT, Esq.

Obtained his first commission on the 11th Dec. 1807; and subsequently served under Captains Pulteney Malcolm and Sir Michael Seymour, in the Donegal and Hannibal 74's. We next find him flag-lieutenant to the former distinguished officer, by whom he was appointed acting commander of the Griffon sloop, at St. Helena, Sept. 20th, 1816. On his return from that station, after having been confirmed by commission dated Aug. 20, 1817, he was tried by court-martial on a charge of smuggling fifty-three yards of crape and various other contraband articles, during the Griffon's stay at Portsmouth. The Court, after a long deliberation, sentenced him to be dismissed His Majesty's service. On this painful occasion, Rear-Admiral Sir Pulteney Malcolm and Sir Michael Seymour, the latter of whom happened to preside at the trial, gave him a most excellent and honorable character, as an officer and a gentleman; but the Court, under the circumstances of the case, and agreeably to the articles of war, felt bound to deliver such a sentence. He was restored to his former rank, however, in 1819.

ADDENDA,

TO POST-CAPTAINS OF 1798.

GEORGE JAMES SHIRLEY, Esq.

Son of Captain James Shirley, who obtained post rank on the 16th Feb. 1772, and perished in command of the Vestal frigate (together with all his officers and crew) on the banks of Newfoundland, in 1777; and grandson of Captain James Shirley, (seniority April 27th, 1762), who died in command of the Dolphin 20, on the East India station, in 1774.

This officer entered into the royal navy in the beginning of 1779; and served without a day's intermission from that period until advanced to the command of the Mars 74, by post commission dated April 26th, 1798. The flag-officers and captains under whom he passed the first eighteen years of his professional life, always in most active employment, were the late Lords Bridport and Hood, Sir Samuel Hood, Alexander Hood, Sir William Domett, and Sir Charles Morice Pole, the present Sir Philip C. H. Durham, and the late John Woodley. As midshipman and lieutenant, he was in many general and partial actions, particularly in the early part of the French revolutionary war. He has been several times wounded; and on one occasion would have lost an arm, by amputation, had not the attention of the surgeon been directed to an officer of higher rank just as he was about to commence the operation, having already applied a tourniquet to the broken limb. Fortunately for Mr. Shirley, before that gentleman could return to him, his assistant had set the arm, placed it in splints, and saved him from the intended mutilation.

After the mutiny at Spithead, Mr. Shirley was promoted from the Royal George, first rate, to the command of the

Megæra fire-vessel; and on the death of Captain Alexander Hood, who fell in action with the French 74 Hercule, he was posted into the Mars. By this time, however, from frequent exposure to wet and cold, the rheumatic gout had caught fast hold of him; and although not without many friends, possessing both the inclination and power to serve him, he was prevailed upon to accept the command of a division of sea-fencibles, which he retained from the first formation of that corps, in 1798, until its final dissolution, in 1810. He was superannuated with the rank of rear-admiral, June 2d, 1825.

BENDALL ROBERT LITTLEHALES, Esq.

This officer, after nearly twenty-six years most active service afloat, two more in command of the Liverpool district of sea-fencibles, and above four as pay-captain (or assistant commissioner) at Plymouth, was, at the end of the late war, placed on half-pay, and for want of interest could never afterwards obtain employment. It will be seen by reference to Vol. II. Part I. pp. 283—289, that he bore a part in two general actions during the American revolutionary war; that he personally assisted at the assault and capture of Fort Louis, during the siege of Martinique, in 1794; that he subsequently boarded and destroyed a French ordnance storeship, mounting eighteen guns, under a battery at St. François, in the island of Guadaloupe; that he highly distinguished himself as first lieutenant of the Amazon frigate, and received some severe contusions in action with the French 80-gun ship les Droits de l' Homme, on the night of Jan. 13th, 1797; that he was immediately afterwards wrecked and taken prisoner, with the loss of his wardrobe and other private property; that he commanded the Centaur 74, for a period of about two years and four months, during which he served with the inshore squadron off Brest, and was handsomely spoken of by Commodore Sir Samuel Hood, for his assiduity and attention, at the reduction of St. Lucia; also that ill-health

was the sole cause of his not continuing in active service. We should have added, that he applied for the command of another ship, in the late war, as soon as he became convalescent; that he accepted the office of commissioner afloat at Plymouth, on being assured, though not officially, from what he considered the best authority, that, like his predecessors, he would be as certain of obtaining his flag as if he were serving at sea; that, when a war with Spain, on account of Portugal, was anticipated, he immediately volunteered his services; and that, on the promulgation of the Order in Council of June 30th, 1827 (prohibiting in future the promotion of captains who shall not "have commanded one or more rated ship or ships four complete years during war, or six complete years during peace, or five complete years of war and peace combined"), he most earnestly solicited, both verbally and by letter, any appointment which would give him a chance of qualifying himself for advancement as a flag-officer, agreeably to that regulation. All his efforts, however, proved unavailing, and he had the bitter mortification to be placed on the list of retired rear-admirals, July 22d, 1830.

This officer's second son, Edward Littlehales, served as midshipman under the flag of Sir Harry Neale, Bart. &c. in the Revenge 78, on the Mediterranean station; obtained a lieutenant's commission, appointing him to the Success 28, Captain James Stirling, employed in the East Indies, Mar. 11th, 1828; and continued in that ship, under the command of Captain William Clarke Jervoise, until paid off at Portsmouth, Dec. 16th, 1831. By reference to p. 447 of Vol. III. Part II. the reader will perceive that this young officer's exemplary conduct at the time when the Success was all but lost on a reef, whilst making for Cockburn Sound, in Western Australia, drew forth the expression of his persevering captain's warmest approbation; and we have to add, that the Lords Commissioners of the Admiralty highly approving thereof, were pleased to allow him to succeed the present Commander Edmund Yonge as first lieutenant, and to remain in that capacity until put out of commission.

SIR NISBET JOSIAH WILLOUGHBY.

(*See Suppl. Part II. p.* 195.)

In Aug. 1832, this heroic officer was created a Knight Commander of the Royal Hanoverian Guelphic Order; previous to which he had received the subjoined flattering communication from His Majesty's private secretary:

"*Windsor Castle, July 28th,* 1832.

"Sir,—I have not delayed to submit your letter of the 21st inst. to the King, and I have been honored with His Majesty's commands to acquaint you, that he will have great satisfaction in taking the earliest opportunity of conferring upon you the Commander's Cross of the Guelphic Order, and to assure you, that His Majesty is persuaded that he cannot grant this distinction to any individual who is more deserving of it, or whose character and services will do more credit to the Order. I have the honor to be, Sir, &c. (Signed) "HERBERT TAYLOR."

"The King has ordered me to add the expression of his sincere concern that you continue to suffer so much from your wounds. I beg to return General Steinheil's letter."

HON. JAMES ASHLEY MAUDE.

A Companion of the Most Honorable Military Order of the Bath, and Knight of the French and Russian Orders of St. Louis and St. Anne.

(*See Suppl. Part III. p.* 249, *et seq.*)

THIS officer is the third son of Cornwallis, *first* Viscount Hawarden, by his third wife, Isabella Elizabeth Stanley, sister to the first Viscount Monck. His ancestor, Christopher Maude, a member of the Irish House of Commons, emigrated from Yorkshire, and settled at Dundrum, co. Tipperary, about the year 1639.

Mr. JAMES ASHLEY MAUDE entered the royal navy in 1799, as midshipman on board the Barfleur 98, Captain James Richard Dacres; and shortly afterwards joined the Prince, another second-rate, then bearing the flag of Sir Roger Curtis, and employed in the blockade of Cadiz; but subsequently the flag of Sir Charles Cotton, and attached to the Channel fleet. We next find him proceeding to join the Queen Char-

lotte 110, bearing the flag of Lord Keith, which noble ship, however, was accidentally destroyed by fire, near the island of Capreja, Mar. 17th, 1800, only two or three days previous to his arrival at Leghorn *.

After this providential escape, Mr. Maude followed his lordship into the Minotaur 74; and was present, in that ship, at the blockade and consequent surrender of Genoa, in the summer of 1800 †. On the 3d Aug. 1801, being then in the Phœnix 36, Captain (now Sir Lawrence W.) Halsted, he also witnessed the capture of a French 40-gun frigate, la Carrere, near Elba; and on the 2d Sept. following, the destruction of la Bravoure 46, and re-capture of a British 32, the Success, near Leghorn ‡.

The Phœnix returned home from the Mediterranean in June 1802; and Mr. Maude appears to have subsequently served under Captain Lord William Stuart, in the Crescent frigate, on the North Sea and Channel stations. His first appointment as lieutenant was, Mar. 29th, 1805, to the Namur 74, commanded by Captain L. W. Halsted, in which ship he assisted at the capture of a French squadron, consisting of one 80 and three 74's, the former bearing the flag of Mons. Dumanoir le Pelley, Nov. 4th, 1805 §.

Shortly after this event, Lieutenant Maude was appointed to the Lavinia 40, in which frigate he continued, under Captains Lord William Stuart and John Hancock, on the Channel, Oporto, and Mediterranean stations, until Jan. 1809. By the latter officer he was frequently employed in boats on the southern coast of France, where we find him making several successful attacks upon the enemy's trade. His spirited conduct at the capture and destruction of a French convoy in the Bay of Rosas, Oct. 31st, 1809, on which occasion he was slightly wounded, is thus spoken of by Lord Collingwood, to whose flag-ship he had been removed from the Lavinia:

"Many officers in the fleet were desirous of being volunteers in this service. I could not resist the earnest request of Lieutenants Lord Vis-

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* See Vol. II. Part I. p. 418, *et seq.*

† See Vol. I. Part I. p. 53. ‡ See *Id.* p. 431. § See *Id.* p. 289.

count Balgonie, the Hon. James Ashley Maude, and the Hon. William Waldegrave, of the Ville de Paris, to have the command of boats, in which they displayed that spirit which is inherent in them *."

In Nov. 1809, Lieutenant Maude received an order to act as commander of the Wizard sloop, in which vessel he was first employed, under Captain the Hon. C. Elphinstone Fleeming, of the Bulwark 74, in destroying all the batteries between Tarifa and Gibraltar, with the concurrence of the Spanish authorities; and subsequently, in convoying some transports laden with corn, from Sardinia to Cadiz. Whilst performing the latter service, he suffered severely from the effects of fever, and was consequently obliged to invalid. His commission as commander bears date Oct. 22d, 1810.

We now lose sight of Captain Maude until Feb. 15th, 1812, when he was appointed to the Nemesis 28, armed *en flûte*. In this ship, after escorting troops to Lisbon and Catalonia, he convoyed a fleet of transports to North America, where he was very actively employed, under the immediate orders of Rear-Admiral (now Sir George) Cockburn; particularly at the capture of Portsmouth and Ocracoke Island, in North Carolina, July 12th, 1813. In the rear-admiral's official letter, on this occasion, it is stated, that Captain Maude, "with much laudable zeal," attended to render him his personal assistance wherever circumstances might require it †.

When on his return from the Halifax station, Captain Maude fell in with the Actæon sloop, and assisted in capturing a French schooner privateer, of 14 guns and 95 men. He paid off the Nemesis, at Plymouth, in Mar. 1814; obtained post rank on the 11th of the same month; and was next appointed, Oct. 18th following, to the Favorite 26. In the beginning of 1815, he took out the treaty of peace, concluded at Ghent, between Great Britain and America; and on the 13th March, only nineteen days after his departure from Washington, he arrived at the Foreign Office with the ratification of the same, by the President and Senate of the United States.

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* See Suppl. Part III. p. 159.

† See Suppl. Part. IV. p. 212.

After the battle of Waterloo, Captain Maude was despatched to India, with the intelligence of Napoleon's overthrow; and he appears to have reached Madras on the same day that the overland express arrived there. In July, 1816, he discovered several islands on the southern side of the Persian Gulph, previously unknown to European navigators. In June, 1817, the Favorite, then at Deptford, and about to be paid off, he commanded a division of boats, under the orders of Captain Andrew King, at the opening of Waterloo Bridge, by his late Majesty George IV.

Captain Maude's next appointment was, May 15th, 1824, to the Dartmouth 42, fitting out for the Jamaica station; where his boats, under the command of Lieutenant Henry Warde, captured two piratical vessels; one mounting a long 12-pounder on a pivot, and manned with about fifty well armed desperadoes, some of whom were killed, and twelve taken prisoners to Havannah.

Whilst thus employed in the protection of trade on the coast of Cuba, Captain Maude was recalled home, to take the command of the Glasgow 50, his appointment to which ship bears date Feb. 9th, 1825. In Oct. following, he took out Viscount Strangford, H. M. ambassador to the Court of St. Petersburgh; and on his return from Cronstadt, towards the end of November, was sent to join the squadron in the Tagus, under the orders of Lord Amelius Beauclerk. He subsequently proceeded to the Mediterranean, and there received the insignia of a C. B. and the Orders of St. Louis and St. Anne, for his conduct at the battle of Navarin, Oct. 20th, 1827. The following are extracts of his commander-in-chief's official letter to the Lord High Admiral, reporting the issue of that action:

"The French frigate Armide was directed to place herself alongside the outermost (Turco-Egyptian) frigate, on the left hand entering the harbour; and the Cambrian, Glasgow, and Talbot next to her, and abreast of the Asia, Genoa, and Albion; the Dartmouth and the Musquito, the Rose, the Brisk, and the Philomel, were to look after six fire-vessels, at the entrance of the harbour. * * * * Captain Fellowes executed the part allotted to him perfectly; and with the able assistance of his little, but brave detachment, saved the Syrene (French flag-ship) from being

burnt by the fire-vessels. And the Cambrian, Glasgow, and Talbot, following the fine example of Capitaine Hugon, of the Armide, who was opposed to the leading frigate of that line, effectually destroyed their opponents, and also silenced the batteries."

Captain Maude continued on the Mediterranean station until Aug. 1828; and paid off the Glasgow, at Chatham, on the 8th of the following month.

This officer married, Oct. 18th, 1817, Albinia, second daughter of his Grace the Hon. Charles Brodrick, D. D., the Archbishop of Cashel.

THOMAS SMITH, Esq.

We omitted to state in Vol. III. Part I., that this officer, while serving as midshipman under Captain (now Sir Thomas) Baker, was in the action between the Nemesis 28, and the Danish frigate Freya, near Ostend, July 25th, 1800*.

After the capture, by Sir R. J. Strachan, of the four French line-of-battle ships which had escaped from Nelson's victorious fleet off Trafalgar, he was sent to assist the present Captain Alexander Cunningham, then first lieutenant of the Hero 74, in conducting into port the Duguay-Trouin 74†. He was subsequently turned over from the Phœnix to la Didon, which frigate, as we have before stated, he had assisted in capturing; but as Captain Baker's expected appointment to the latter ship did not immediately take place, he was in a short time after this transfer placed under Captain the Hon. Henry Blackwood, in the Ajax 80; and he appears to have been mate of the watch when that ship took fire, near the Island of Tenedos, in the night of Feb. 14th, 1807. On that terrific occasion, he displayed great activity in endeavouring to subdue the flames; and when all hopes of arresting their progress were at an end, he, not being able to swim, retreated to the bowsprit, on which he remained till it took fire, obliging him, at all risks,

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* See Vol. I. Part II. p. 830.

† See *id.* p. 831.

to jump overboard. Rescued from a watery grave by a boat belonging to the Thunderer 74, he was received on board the flag-ship of Sir W. Sidney Smith; and after the retreat of the British squadron from the sea of Marmora, we find him with Captain Blackwood, in the Warspite 74. He was taken prisoner by the two French national luggers mentioned in Vol. III. Part I. p. 273, while commanding a boat sent from the Lyra sloop to row guard off Quiberon; on which occasion he maintained a running fight with the enemy until all his ammunition was expended, and a midshipman and two of his men wounded. When in command of the Cherokee sloop, in Nov. 1818, he conveyed the Archduke Maximilian of Austria to Ireland; and that august personage was so pleased with his attention that he presented him with a gold snuff box. In addition to the services thus briefly noticed, Captain Smith has been very actively employed at various other times, and borne a part in several severe boat actions.

ANDREW ATKINS VINCENT, Esq.

A Gentleman of the Privy Chamber to Her Majesty the Queen.

This officer is descended from a family of the same name long settled in Essex. He commenced his naval career in 1797, and served as midshipman on board the Victorious 74, Captain William Clarke, employed in the East Indies, until 1801; when he joined the Suffolk 74, and in that ship returned to England. We next find him serving under Captain William Henry Jervis, with whom he was wrecked in the Magnificent 74, near Brest, Mar. 25th, 1804.

About May following, Mr. Vincent rejoined Captain Jervis, then just appointed to the Tonnant 80, stationed off Ferrol. During a subsequent cruise in the Bay of Biscay, this ship had her main-mast much damaged, one man killed, and ten persons severely injured, by lightning. On the 26th Jan. 1805, her captain was unfortunately drowned, by the upsetting of a boat, while proceeding with despatches to the commander-in-chief of the Channel fleet *.

* See Vol. III. Part I. p. 274.

From this period until Jan. 1806, when he obtained the rank of lieutenant, Mr. Vincent served in l' Unité 38, Captain (now Sir Charles) Ogle, on the Mediterranean station. His first appointment, as a commissioned officer, was to the Laurel 22, Captain John Charles Woolcombe, in which ship he proceeded to the Cape of Good Hope station, where, after a long cruise off the Isle of France, we find him exchanging into the Grampus 50, Captain James Haldane Tait, with whom he returned home in the summer of 1809: previously receiving the thanks of Vice-Admiral Albemarle Bertie, for his activity in assisting to extinguish a fire on board the Lightning sloop of war. His subsequent appointments as lieutenant, were, about Feb. 1810, to be senior of the Owen Glendower 36, Captain William Selby, which ship was successively employed in blockading two French frigates at Cherbourg, in convoying the outward bound trade to Quebec, and assisting at the defence of Cadiz:—Oct. 2d. 1812, to the Belle Poule 38, Captain George Harris, then stationed in the Bay of Biscay, and afterwards forming part of the squadron under Rear-Admiral Penrose, employed in the river Gironde:—lastly, Nov. 24th, 1814, to the Cornwallis 74, fitting out for the flag of the late Sir George Burlton, commander-in-chief on the East India station.

While serving under Captains Selby and Harris, the subject of this sketch assisted in capturing the under-mentioned French privateers and American letters of marque, the latter with valuable cargoes, from New York and Charlestown, bound to Bourdeaux:

La Camille,	lugger,	of 14 guns and 58 men,	Mar. 10th	1810.
L' Indomptable,	cutter,	18 —— 120 ——,	Oct. 1st	
Grand Napoleon,	schooner,	4 —— 32 ——,	April 3d	1813*.
Revenge,		4 —— 32 ——,	May 11th	

On the night of April 6th, 1814, Lieutenant Vincent witnessed the destruction by fire (to avoid being captured) of the French 74-gun ship Regulus, the corvette Sans Souci, and two brigs of war; which squadron, having been pursued

* Although mounting only four guns each, one of the Americans was pierced for 22, and the other for 16 guns.

up the Gironde, had sought protection under the guns of Fort Talmont. He subsequently commanded a division of seamen employed in destroying the enemy's batteries on the right bank of that river, and was one of the officers who received the public thanks of Lord Keith and Rear-Admiral Penrose for their distinguished conduct during the whole of the operations preceding the occupation of Bourdeaux *.

On the demise of Sir George Burlton, at Madras, Sept. 21st, 1815, Mr Vincent, his flag-lieutenant, was selected to carry home despatches from the Hon. Hugh Elliot, governor of that presidency; who was pleased, in the strongest terms and most handsome manner, to represent to Viscount Melville, then at the head of naval affairs, the ability and attention he had invariably displayed in the execution of his official duties. On his return to England, he was made a commander, by commission dated Feb. 6th, 1816; and, we believe, he soon afterwards became honored with the intimacy of our present most gracious monarch; from whom, when Duke of Clarence, he received a handsome sword as a mark of H. R. H.'s esteem and friendship. He attended the same illustrious personage, as equerry, at the funeral of King George the Third; and served in the capacity of naval officer at Deal during the period that H. R. H. held the appointment of Lord High Admiral. On the demise of King George IV., his august patron was graciously pleased to appoint him a gentleman of the Privy Chamber to her Majesty Queen Adelaide, and to confer upon him the cross of the Royal Hanoverian Guelphic Order. On the 14th May, 1832, having qualified himself for further promotion, by serving in the William and Mary yacht, Captain Samuel Warren, C. B. and Talavera 74, Captain David Colby, he was advanced to the rank of captain.

This officer has been twice wounded—once in the head, when boarding an enemy's vessel; and, on another occasion, through the thigh.

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* See Suppl. Part II. pp. 287—293.

ROBERT BENJAMIN YOUNG, Esq.

(*See Vol. III. Part II. p.* 403 *et seq.*)

At the attack of Owia, in the Island of St. Vincent, this officer had eight men killed and wounded in his own boat,—half of them belonging to the Thorn sloop, the others to H. M. 60th regiment. La Bonne Citoyenne and the frigates attached to the fleet under Sir John Jervis, at the battle off Cape St. Vincent, were not mere spectators on that occasion; they participated in the engagement, by exchanging several broadsides with various Spanish ships of the line. After this great victory, and while the said sloop was under repair at Gibraltar, Lieutenant Young volunteered his services, and commanded a gun-boat in two successful actions with a Franco-Spanish flotilla, of superior force, sent from Algeziras, to cut off some valuable British and other merchantmen making for the rock. Previous to his leaving la Bonne Citoyenne, he received a severe bruise by the heart of the main-top-mast falling (shot away) while he was training the forecastle guns at a Spanish man-of-war steering for Cadiz.

FRANCIS CHARLES ANNESLEY, Esq.

(*See p.* 306.)

After quitting the Pilot sloop, this officer served as lieutenant of the Grampus 50, Vestal 28, and Venerable 74. In 1814, he was successively appointed acting commander of the Satellite 18, and Spider 16.

JOHN DEBENHAM, Esq.

(*See p.* 313, *et seq.*)

The prize line-of-battle ship in which this officer served under lieutenant (now superannuated Rear-Admiral) Alex-

der Wilson, was the Alexander, formerly a British 74. On his return from her to the Prince of Wales 98, he was sent for by Rear-Admiral Henry Harvey, who, to his great astonishment, told him that the lieutenant had written a letter in his favor, stating that it was in a great measure owing to his exertions that the said prize was got safely into port: the Rear-Admiral, after expressing entire approbation of his conduct, added, "if you continue to behave well, I shall always be your friend,"—a promise which that distinguished veteran, to whom he was previously but little if at all known, made a point of conscience and honor to perform, notwithstanding Mr. Debenham had, in the interim, fallen under his displeasure, by beating no less a personage than his own cook. On giving the young man a lieutenant's commission, he observed, "I will not let my personal anger stand in the way of fulfilling a promise made to one in every other respect deserving!"

The Invincible, to which ship Mr. Debenham was then appointed, had previously lost all her lieutenants, except one, by yellow fever; both he and her captain had suffered severely from the same dreadful disease; the master and half of the ship's company had fallen victims to it. Of the remainder of the crew, several were Irish seamen, liberated from French prisons in the year 1796, after having been well tutored how to act as apostles of rebellion in the British fleet*. Often, on board the Invincible, ropes were found to be cut, without any one but the recreants themselves knowing how or by whom; but they were such as only marked the malevolence of the wretches, without doing any harm. On the arrival of a ship from England, with intelligence of the general mutiny at Spithead, the Invincible was lying in Fort Royal Bay, Martinique. Shortly afterwards, while Captain Cayley was dining with the Admiral, and Lieutenant Debenham carrying on the duty of the ship as commanding officer, the men, instead of going aloft to furl sails when ordered, began to cry

* See Memoirs of T. Wolfe Tone, by his son.

out "No more irons—no more flogging." The captain of the main-top being foremost in this act of insubordination, was immediately collared by Lieutenant Debenham, and given in charge of the sentry at the cabin door: the marines were then got under arms, and the affair soon terminated without any act of violence, no other ship's company having evinced a similar rebellious spirit. The clamour raised against Lieutenant Debenham, of which we have taken notice in p. 313, was but a mere pretence, to get rid of an officer determined upon maintaining strict discipline.

When returning home as first lieutenant of the Favorite sloop, Mr. Debenham discovered that the magnetic force of an iron staunchion, placed by chance exactly under the double binnacle on the quarter-deck, had long affected the compasses to the extent of two points, without any one being aware of the circumstance.

This meritorious officer's second son, Frederick Debenham, now nearly twenty years of age, was placed on the list of candidates for a commission in the royal marines, by command of his present Majesty, when Lord High Admiral, in 1828; and is, we believe, still continued thereon by Sir James Graham; but, unfortunately, without much prospect of soon obtaining that appointment, for which alone he is now fit.

END OF VOL. IV. PART I.

W. Pople, Printer,
67, Chancery Lane.

ROYAL
NAVAL BIOGRAPHY;

OR,

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted "much is always laudable, even when the enterprise is above the strength that undertakes it. "To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted "the undertaking without end, and perhaps without improvement. I saw that one enquiry only "gave occasion to another, that book referred to book, that to search was not always to find, and "to find was not always to be informed; and that thus to pursue perfection, was, like the first "inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he "seemed to rest, was still beheld at the same distance from them." *Johnson.*

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CONTENTS OF VOL. IV. PART II.

FLAG-OFFICERS.

Colville, Right Hon. Lord - 436
Gosselin, Thomas Le Marchant 416
Hamilton, Sir Edward - 439
Harvey, Sir John - - 414
Otway, Sir Robert Waller - 427
Rowley, Sir Charles - - 419

CAPTAINS.

Bayfield, Henry Wolsey - 530
Beaufort, Francis - - 452
Boss, John George - - 525
Broughton, William - - 474
Bullen, Charles - - - 444
Burnett, William - - 530
Carew, Thomas - - - 490
Churchill, Lord Henry J. S. 471
Clement, Benjamin - - 453
Clifford, Sir Augustus W. J. 453
Crowdy, Charles - - - 528
Dance, W. Townsend - - 530
Dickinson, Thomas (*b*) - 486
Dickson, Archibald - - 447
Duff, Archibald - - - 450
Duncan, Hon. Sir Henry - 449
Duncombe, Hon. Arthur - 534
Dundas, James W. Deans - 451
Ellice, Alexander - - 477
Fellowes, Sir Thomas - - 452
Fitz-Roy, Lord William - 448
Fitzroy, Robert - - - 535
Foley, Osborne - - - 487
Forbes, Andrew - - - 332
Garland, James - - - 472
Glascock, William Nugent - 490
Greene, W. Burnaby - - 531
Greville, Henry Francis - 483
Grey, Hon. George - - 531
Hamley, William - - 534
Harrison, Joseph - - 485
Hay, Patrick Duff Henry - 526
Hayes, John - - - 445
Hindmarsh, John - - 474
Hotham, Charles - - 525
Humphreys, Sir Salusbury Pryce 449
Huskisson, Thomas - - 452
Laugharne, Thomas L. P. - 479
Laws, John Milligan - - 486
Lihou, John - - - 487
Mackay, Donald Hugh - 450
Macnamara, Burton - - 526
Mansel, Thomas - - - 530
Mansell, Thomas - - 467
Marshall, James - - - 485
Marsham, Henry Shovell - 527
Oliver, Robert (*b*) - - 533
Onslow, John James - - 531
Paulet, Right Hon. Lord George 526
Percy, Hon. William Henry 454
Phillimore, Sir John - - 451
Radford, Samuel - - 482
Radstock, Right Hon. Lord - 451
Ribouleau, Peter - - - 441
Ross, James Clark - - 535
Russell, Right Hon. Lord Edward 527
Seymour, Sir George Francis 450
Shannon, Rodney - - 533
Smith, George - - - 481
Tayler, Joseph Needham - 454
Townshend, John - - 534
Vincent, Andrew Atkins - 482
Warren, Samuel - - 444
Williams, Charles Hamlyn - 483
Wyvill, Christopher - - 478

COMMANDERS.

Addington, William Silvester 358
Aldridge, John Williams - 391
Allen, William Edward Hughes 307
Allen, John James - - 386
Allison, John - - - 172
Andoe, Robert - - - 58
Appleby, John Frederick - 306
Arthur, William Stephens - 146
Atkinson, Henry Esch - 218
Austin, Horatio Thomas - 369
Back, George - - - 394
Bagwell, Paul Piercy - - 351
Baird, Andrew - - - 184
Baker, John Popham - - 51
Baker, George - - - 96
Baker, Thomas - - - 389
Baldey, Robert - - - 92

	Page
Ball, Thomas	305
Barrow, William	383
Barton, Richard	169
Barwell, William	352
Basden, Charles	321
Bayly, James	302
Beauclerk, Lord Fred. C. P.	392
Beaumont, Richard	158
Beckford, John Leigh	94
Beer, Thomas	171
Belcher, Edward	322
Bell, Charles	363
Bennett, James Cooper	211
Bevis, Thomas	333
Bingham, Parker Duckworth	217
Bishop, Henry William	357
Bissett, George	360
Blackwood, Francis Price	366
Blair, Charles	366
Blake, George Charles	66
Blake, Patrick John	349
Blakiston, Thomas	60
Blanckley, Edward	178
Blois, John Ralph	58
Blow, John Aitken	180
Bolton, Henry	335
Bond, Thomas Baring	176
Bond, John Holmes	309
Bonifant, Bartholomew	13
Booth, James Richard	347
Borthwick, Alexander	24
Boteler, Henry	40
Boteler, John Harvey	349
Boultbee, Frederick Moore	320
Boxer, William	125
Boyce, Frederick	138
Branford, John	47
Brasier, James	115
Bray, Josias	150
Bridges, George Francis	22
Brigstocke, Thomas Robert	53
Broke, Philip	295
Brown, William Cheselden	384
Bullock, Frederick	335
Burnet, Charles	387
Burney, James	347
Bushby, Thomas	124
Butterfield, Edward Harris	380
Caiger, Herbert	238
Cammilleri, Joseph	319
Capel, Algernon Henry Champagn	369
Carew, William Henry Hallowell	393
Carleton, William	213
Carnac, John Rivett	226
Carpenter, Edward John	231
Castle, William Langford	379
Caulfield, James	385
Chamberlayne, John	306
Chappell, Edward	182
Chasman, William	52
Cheape, James	216
Cheyne, George	61
Chimley, John	332
Christie, Peter	252
Clarke, William Nehemiah	215
Cochrane, Charles Stuart	124
Cockerell, Richard Howe	172
Coffin, Henry Edward	338
Cole, Thomas Edmund	83
Cole, William John	299
Collingwood, Francis Edward	258
Conner, Richard (*a*)	294
Cook, Samuel Edward	134
Cornwall, John	212
Cotesworth, William	331
Cotton, Francis Vere	351
Cowan, Thomas	232
Cox, Douglas	4
Cragie, Robert	311
Creagh, James	216
Crease, Henry	56
Cririe, John	157
Croker, Charles	172
Crosbie, Robert	334
Crouch, Edward Thomas	77
Crozier, Richard	231
Cuppage, Adam	361
Currie, Mark John	125
Curry, Roger Carley	385
Daniell, George	332
Daniell, William	212
Darley, Arthur	255
Dawson, William (*a*)	384
Deans, Robert	14
Deare, Charles	320
Delafosse, Edward Hollingworth	2
Delmé, George	266
Dent, Charles Calmady	256
Dent, Digby	51
De Roos, Hon. John F. F.	261
De Sausmarez, Durell	365
Dickson, David John	244
Dickson, Sir William	321
Dixon, George Farhill	333
Dobson, George	382
Dobson, William Burdett	159
Douglas, Arthur James	345
Douglas, Hugh Donald Cameron	242
Douglas, Richard	128
Drake, John	251
Drew, Andrew	145
Dunlop, Robert Graham	102
Dyer, George Shepherd	217
Eager, John	153
Eastwood, Henry Neville	241
Edwardes, Hon. William	253
Edwards, David	238
Edwards, Richard	304
Elliot, Robert James	339
Eliott, Russell	336

	Page
Ellis, Henry	77
Elphick, James	76
English, Charles	216
Erskine, John Elphinstone	347
Evance, William Devereux	14
Evans, George	295
Eveleigh, John	28
Fair, Robert	130
Favell, Thomas	245
Fegen, Richard	265
Festing, Benjamin Morton	214
Finlaison, William	50
Fitzgerald, John Coghlan	345
Foot, Matthew	390
Forder, Robert	76
Forster, John	319
Frankland, Charles Colville	149
Frankland, Edward Augustus	48
Fraser, Charles	130
Fraser, John	368
Fraser, Thomas	201
Frederick, Charles	332
Furber, Thomas	141
Gambier, Robert Fitzgerald	250
Gammon, William Snuggs	152
Gardiner, Allen Francis	210
Garrett, John	392
Geary, John	368
Gilbert, Edmund Williams	117
Gooch, George Thomas	136
Gould, Hugh	358
Gordon, Hon. John Frederick	298
Gordon, James (*a*)	52
Gordon, James (*b*)	394
Gordon, Robert	51
Gore, Hon. Edward	299
Gore, Robert	92
Gostling, Philip	266
Graham, Philip	170
Greene, Thomas	390
Gregory, Thomas	387
Griffith, Richard	311
Griffiths, Joseph	32
Grint, William	27
Gunning, Orlando George Sutton	352
Hackett, John	308
Hagan, Robert	126
Hall, Percy Fraser	230
Hall, Roger	43
Halsted, George Anthony	241
Hambly, Peter Sampson	33
Hamilton, John (*b*)	252
Hamilton, Joseph	318
Hamilton, William Price	131
Handfield, Edward	339
Harding, Francis	363
Hargood, William	260
Harington, Edmund Musgrave	112
Harnage, George	49
Harris, Hon. Edward Alfred John	391
Hart, Francis	367
Harvey, John (*a*)	29
Haswell, William Henry	359
Hawes, Edward	301
Hay, George James	318
Hay, James Beckford Lewis	386
Hay, Robert Sinclair	253
Head, Richard John	32
Hellard, Samuel	360
Henderson, Thomas	393
Henvey, William	212
Herbert, George Flower	296
Herbert, Massy Hutchinson	53
Herringham, William Allan	7
Hewett, William (*b*)	211
Higgs, William Henry	61
Hillier, George	131
Holbech, George	362
Holbrook, Thomas	268
Holt, William	138
Home, Sir James Everard	98
Hood, William John Thompson	257
Hope, George	266
Hopkinson, Simon	68
Hough, John James	242
Howard, Hon. Edward	390
Hudson, John (*b*)	379
Hutcheson, Francis Deane	301
Hutchinson, Hon. Coote Hely	97
Hutchinson, William (*b*)	255
Hutchison, George	94
Inglis, Charles	331
Ingram, Robert	338
Jackson, Caleb	38
Jackson, George Vernon	137
James, James	296
Jervois, Sampson	339
Johnson, Edward John	321
Johnson, John Samuel Willes	53
Justice, Philip (*b*)	147
Keane, Richard	304
Keele, Charles	190
Kelly, Edward (*a*)	293
Kelly, William (*c*)	369
Kennedy, Alexander (*b*)	112
Kent, Henry	117, and 536
Keppel, Hon. Henry	387
King, George Morison	95
King, John	148
King, Richard Henry	304
Kingcome, John	257
Kirby, Walter	361
Kitchen, William Hewgill	215
Knight, Christopher	99
Lake, Willoughby	242
Langford, Thomas Netherton	338
Lapidge, Frederick William	390
Larcom, Joseph Pafford Dickson	334
Layton, Henry	158
Le Vesconte, Henry	256

	Page
Liddon, Matthew	93
Lipson, Thomas	28
Little, John	68
Locke, Campbell	298
Longchamp, John	115
Louis, Charles Belfield	40
Love, Henry Ommanney	185
Low, John M'Arthur	7
Lowry, James	194
Lucas, Mark Robinson	67
Luckraft, Alfred	341
Luckraft, William	169
M'Causland, John	146
M'Crea, Robert Contart	135
M'Douall, James	2
M'Dougall, John (*b*)	44
M'Dougall, William Howard	182
M'Hurdy, John Bunche B.	367
Maclean, Rawdon	127
Madden, Charles	331
Maingy, Henry	94
Mainwaring, Edward Reeves P.	182
Maitland, Thomas	230
Mandeville, Viscount	102
Marsh, Digby	95
Marshall, George Edward	156
Martin, Nathaniel	169
Martin, William	84
Matson, George William	366
Matthews, Alfred	99
Maude, Hon. Francis	230
Maxwell, John Balfour	218
Maynard, Joseph	175
Mayne, Dawson	334
Mercer, John Davis	144
Meredith, Richard	132
Meredith, Samuel	293
Milne, Alexander	367
Minchin, William	60
Molesworth, John	177
Molyneux, William	389
Monday, John	252
Montagu, Montagu	2
Morgan, James (*b*)	79
Morgan, Richard (*a*)	394
Morgan, William	294
Moriarty, William	113
Morrell, Arthur	125
Morris, John Chafin	154
Morton, Charles	247
Mostyn, Henry Meredith	356
Mudge, William	175
Mundy, George Rodney	303
Murray, James Hamilton	308
Nazer, Henry	304
Neame, William	382
Nepean, Evan	131
Nevill, William	148
Neville, James	307
Newell, Julius James Farmer	318
Nias, Joseph	254
Nixon, Horatio Stopford	333
Nurse, Hugh	263
Oake, Josiah	217
Oakes, Orbell	295
Ogle, Thomas	295
Ormond, Francis	157
Owen, Richard	211
Paddon, Silas Hiscutt	181
Paine, Reuben	296
Parker, Charles (*c*)	388
Parker, John	321
Parker, Sir Peter	393
Parrey, Edward Iggulden	350
Parry, Howard Lewis	379
Peard, George	232
Pearl, James	243
Pearse, John	151
Pearson, Alexander Stevenson	50
Peat, David	58
Pemberton, Henry Charles	12
Picking, William	317
Pierce, George	128
Pierson, William Henry	181
Pilkington, Edward William	365
Pitts, Edward	362
Pogson, Henry Freeman Young	28
Pole, John	145
Popham, Brunswick	266
Porter, Thomas	104
Powney, John	353
Preston, Henry	359
Preston, William	392
Price, William	60
Pritchard, John White	263
Proby, William Henry Baptist	328
Prowse, William Jones	182
Pryce, Henry	77
Puckford, James	255
Pulling, James	336
Quin, Michael	145
Radcliffe, William	362
Ramsay, William	376
Ramsden, Frank	214
Ramsey, Samuel	302
Reade, Thomas	320
Reeve, John	350
Rich, Edwin Ludlow	112
Richards, Edwin	217
Richards, Harry Lord	302
Richardson, William (*a*)	24
Ricketts, Cornwallis	378
Rideout, Samuel	239
Robertson, William (*b*)	254
Robins, Thomas Lowton (*b*)	78
Robinson, Thomas Pitt	303
Rochfort, Robert	267
Rogers, Frederick	372
Rooke, Leonard Charles	146
Ross, David	231

	Page
Ross, Thomas	389
Russel, Robert	346
Russell John (*b*)	97
Sainthill, George Augustus	362
Savage, William	367
Scallon, Robert,	126
Scott, Edward Hinton	127
Seale, Charles Henry	184
Shairp, Alexander	219
Sharpe, Robert	212
Shepheard, William	369
Shepherd, John (*b*)	305
Sherer, Joseph	348
Sherwin, Thomas Cowper	150
Sinclair, Archibald	365
Skinner, Arthur M'Gregor	311
Slade, Henry	156
Smart, Robert	267
Smith, Charles	361
Smith, Edward (*a*)	307
Smith, William (*a*)	181
Smith, William (*b*)	187
Smith, William Sydney	363
Smyth, Spencer	251
Soady, Joseph	116
Sparshott, Samuel	23
Stacpoole, Michael	28
Stanhope, Robert Henry	264
Stanhope, Sir Edwin Francis	1
Stanley, Edward	381
Stanley, William Pearce	90
Stephens, Edward	216
Stow, George Fuller	352
Stuart, Richard	215
Stuart, Robert	137
Sturt, Henry Richard	357
Sweny, Mark Halpen	78
Swinburne, Charles Henry	219
Swinfen, William Clement	336
Tait, Alexander	159
Tatnall, James Barnwell	30
Taylor, J. (*the junior commander*)	536
Thompson, Sir Thomas R. T.	261
Thompson, Thomas Sparke	386
Thomson, William Augustus	380
Tincombe, George	172
Tomkins, Richard Stevens	253
Triscott, Richard Shepheard	351
Trotter, Henry Dundas	180
Tucker, John Jervis	241
Tucker, William (*b*)	213
Turner, William	297
Tweed, John Powell	361
Usherwood, William	359
Vassall, Spencer Lambart Hunter	226
Vidal, Richard Emeric	359
Walcott, Charles	394
Walker, William (*a*)	303
Warner, Arthur Lee	94
Warren, John Talbot	387
Warren, William	385
Washington, John	390
Watts, William Barber	359
Weale, Edward Taylor	253
Webb, Edward	245
Webb, Joseph Richard Raggett	267
Weld, Daniel	150
West, Henry	372
Wheatley, John	387
Whish, William George Hyndman	176
Wilkinson, Frederick Augustus	133
Wilkinson, James	264
Willcox, Robert	129
Williams, Richard (*b*)	312
Wills, Thomas George	49
Wilson, Henry Smith	68
Wilson, James (*b*)	317
Wodehouse, Hon. Edward	363
Woodriff, Daniel James	104
Woollnough, Joseph Chappell	270
Wray, Luke Henry	147
Wroot, Michael Milsom	239
Wyberg, Peter	133
Wynn, John Land	179
Yonge, Edmund	350
Yorke, Reginald	392
Young, George (*c*)	255
Young, Sir George	175

ERRATA.

P. 8, line 7 from bottom, *after* Russell *insert* were.
— 14, — 16 ————, *for* flag *read* flags.
— 2, — 14 ————, *after* America, *insert* Subsequently we find her employed on the Lisbon station.
— 44, — 4 ————, *for* Piedro de Niembo *read* Pietro de Nimbo.
— 106,— 14 ————, *for* Loving *read* Loring
— 120,— 16 ————, *for* ten able *read* ten were able
— 144,— 12 ————, *for* 7th *read* 27th
— 238,— 16 ————, *for* Belcher *read* Peard
— 252,— 10 ————, *dele* the present Sir Frederick L. Maitland.
— 347,— 3 ————, *for* JAMES *read* JOHN
— 416, *between* lines 21 and 22 insert *Vice-Admiral of the White.*

ERRATA IN FORMER VOLUMES.

Suppl. Part II., p. 378, lines 22 and 23, *dele* Mrs. Fowler died in 1816.
———— IV., p. 291, lines 4 and 3 from bottom, *dele* first in 1801, Miss Watts, of Newchurch, in the Isle of Wight; and, secondly,
Vol. III. Part I. p. 284, line 3 from bottom, *dele* Is said to be related to the Earl of Bristol.

ROYAL NAVAL BIOGRAPHY.

COMMANDERS.

(*Continued.*)

SIR EDWYN FRANCIS SCUDAMORE STANHOPE, Bart.

Son of the late Admiral Sir Henry Edwyn Stanhope, Bart, (who died on the 14th of December, 1814), by Margaret, daughter of Francis Malbone, of Newport, Rhode Island, North America, Esq.

This officer served as midshipman on board the Surveillante frigate, Captain (afterwards Sir George R.) Collier; passed his examination for lieutenant in July 1811; and was promoted into the Castor 32, Captain Charles Dilkes, Oct. 9th following. His advancement to the rank of commander took place August 27th, 1814.

In 1821, pursuant to an order of the Lord Chancellor, Sir Edwyn F. Stanhope, and the other co-heirs of the late Dowager Duchess of Norfolk, took possession of the mansion-house and premises at Holme Lacy, Herefordshire. In 1826, he assumed the additional surname and arms of *Scudamore*, being the lineal descendant of Mary, wife of Sir Giles Bridges, of Wilton Castle, in the above county; daughter of Sir James Scudamore, Knt.; and sister to John, first Viscount Scudamore. He married, January 20th, 1820, Mary, daughter of Major Thomas Dowell, late of the Commissary Department, Bengal establishment, by whom he has several children.

JAMES M'DOUALL, Esq.

Obtained his first commission on the 22d of April 1802; and was senior lieutenant of the Queen Charlotte 120, bearing the flag of Admiral Lord Keith, commander-in-chief on the Channel station, in 1813 and 1814. He was promoted to the rank of commander, October 12th, in the latter year; and appointed to the ordinary at Portsmouth, in 1816.

MONTAGU MONTAGU, Esq.

Commander Montagu obtained his present rank on the 13th of June, 1815. We cannot but express our surprise that this officer, who has had the honor of holding a naval commission for twenty-eight years, should be ignorant that he is not entitled to a superior appellation; the King in Council having commanded, in 1824, that only "*officers appointed to command ships of the sixth rate and upwards should in future be styled Captains.*"

Had Commander Montagu, when replying to a letter written to him on the 4th of February 1834, addressed us in courteous terms, we should have felt pleasure in *privately* referring him to the New Naval Regulations, Chapter II. Sect. IV. Art. I.; and to the "Classes and Denominations of His Majesty's Ships," as given in the "Navy List, published by Authority."

EDWARD HOLLINGWORTH DELAFOSSE, Esq.

Entered the royal navy under the patronage of his present Majesty, and first embarked on board the Cruiser 18, Captain (afterwards Sir James) Brisbane, in which sloop he was present at the battle of Copenhagen, April 2d, 1801. From that vessel, he followed Captain Brisbane into the Saturn 74, bearing the flag of Rear-Admiral Totty; which ship was paid off, on her return from the West Indies, in 1802. He then joined the Africaine frigate, Captain (now Rear-Admiral) Thomas Manby, under whom he served on the North Sea station until 1805, when he was removed to the Blenheim

74, flag-ship of Sir Thomas Troubridge, whose melancholy fate he escaped sharing, by being placed on board the Fox frigate, Captain the Hon. A. Cochrane, to prevent his remaining idle while the former ship was undergoing repair at Pulo-Penang, after getting aground at the entrance of the Straits of Malacca.* When about to sail from Madras for the Cape of Good Hope, Sir Thomas wrote to his young friend as follows:

"*Dec. 23d*, 1806.

"In the event of my other letters not reaching you and Captain Cochrane, I have requested him to discharge you to Madras, and from thence, if I am sailed for the Cape, you must follow with the convoy and join me. I regret that, having served your time, you are not now on the spot, as I have some vacancies. Your sincere friend,

(Signed) T. TROUBRIDGE."

Mr. Delafosse next joined the Concorde frigate, Captain John Cramer (now Sir Josiah C. Coghill); and, on his return home the York 74, Captain Robert Barton, in which ship he was present at the occupation of Madeira, by the naval and military forces under Sir Samuel Hood and Major-General Beresford, December 24th, 1807. In February following, he was appointed acting lieutenant of the York; and on the 9th of April in the same year, confirmed. In 1809, he assisted at the reduction of Martinique and Walcheren. In March 1811, he exchanged into the Cerberus frigate, Captain Henry Whitby, on the Mediterranean station; and in January 1813, being then first lieutenant, (and serving under Captain Thomas Garth,) commanded her boats at the capture of an armed trabaccolo, deeply laden with corn and flour, bound to Corfu. In March following, he cut out another vessel of the same description from under a battery near Brindisi; and a few days afterwards, assisted in dismantling a tower and destroying a battery and several vessels, in a creek between the towns of Bari and St. Vito. On the 11th of April 1813, two boats of the Cerberus, in company with three others belonging to the Apollo frigate, took temporary possession of Devil's Island, near the north entrance of Corfu, where they

* See Supp. Part I. p. 281, *et seq.*

captured two vessels laden with grain. On the 14th of the same month, Lieutenant Delafosse was wounded in another boat affair at the island of Melera. We next find him first of the Wye 24, bearing the flag of Rear-Admiral Sir Thomas F. Fremantle, on the Guernsey and Jersey station, in 1815. His subsequent appointments were,—Jan. 20th, 1816, to the Dover troop-ship, Captain Robert H. Rogers, at Sheerness; and April 11th, 1816, to the Hebrus 36, Captain Edmund Palmer, C. B., of which frigate he was senior lieutenant at the memorable battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

In 1828, this officer was appointed by his royal patron, then Lord High Admiral, an Inspecting Commander of the Coast Guard, in Dorsetshire. On the 3d January 1831, the following testimony was borne to his activity and zeal while employed on that service:—

"The magistrates of Christchurch having been on all occasions, during the late disturbed state of the country, readily attended to, and their wishes anticipated in more instances than one, for the preservation of the public peace, by the officers and men of the Preventive Service, are happy to take this opportunity of offering their best thanks to both; particularly to Commander Delafosse, Lieutenants Franklin, Prowse, and Butcher, and Mr. Bennett, for their distinguished zeal and alacrity in co-operating with them on the measures adopted for the security of the peace and property of his Majesty's subjects."

On the completion of his period of service in the Coast Guard, April 1831, Commander Delafosse received a letter, couched in very handsome terms, from the Comptroller-General. He has ever since been enjoying the blessings of half-pay, although periodically requesting employment.

This officer married, Aug. 12th, 1820, Sophia, daughter of the Rev. George Young, M. A., of Lambeth Terrace.

DOUGLAS COX, Esq.

Son of an old officer of the army, who was in the artillery with General Burgoyne, at the unfortunate convention of Saratoga, Oct. 17, 1777,* previous to which he had been

* See Vol. 1. Part II. p. 210.

severely wounded; and who, after returning from America, had a company for many years in the 21st regiment (Royal North British Fusileers).

Mr. Douglas Cox's godfather was Colonel William Douglas, brother to that most excellent officer and worthy man, the present Vice-Admiral John Erskine Douglas, under whose protection he first entered the navy, May 6th, 1800, as midshipman on board the Boston 32, which ship was very actively employed on the Halifax station, till towards the close of 1804, when she returned home and was put out of commission. *

On the 20th Dec. 1804, Mr. Cox joined the Circe 32, Captain Jonas Rose, from which frigate he was removed to the Northumberland 74, flag-ship of the Hon. Sir Alexander Cochrane, commander-in-chief at the Leeward Islands, July 10th, 1806. We next find him, in Mar. 1807, serving as sub-lieutenant of the Attentive gun-brig, on the same station, where he was frequently engaged in boat attacks, and on one occasion, with only five companions, most gallantly boarded and captured a large guarda-costa, of two long six-pounders, and thirty-five men. We can nowhere find any printed record of this very dashing affair, but have been favoured by a friend with the following particulars:—

"The details of the various boat affairs in which Mr. Cox was engaged, I cannot at this length of time recollect, except one while he was serving under Lieutenant Robert Carr, in the Attentive. The boats of that vessel had cut out from a small port near Trinity, on the north side

* "The true picture of a ship of war of the old school is to be found in *Roderic Random*. Such it continued to be in 1782, and was not much improved in 1792. The store-rooms were a chaotic mass of most things requisite for a ship, although nothing was to be found when wanted. The first instance we can remember of their being arranged in that beautiful order, now so generally observed in the service, was on board the Boston, when commanded by the present Vice-Admiral John Erskine Douglas. This was done by the carpenters of the ship, under the direction of the captain: the advantages soon became so apparent, that many captains followed the good example; and government, receiving into its counsels some of the most active and influential officers in the navy, adopted the mode of fitting store-rooms throughout the service, and great are the benefits derived from it."—*Brenton's Naval History*, III. p. 141.

of Martinique, two drogers, on board one of which there was an English negro, who gave information that a sloop, loaded with sugar, was lying in a harbour a few miles to windward, and unprotected; at the same time offering to pilot the boats in. Mr. Cox immediately volunteered his services, and left the Attentive at night-fall, with two jolly-boats under his command, containing in the whole twelve persons. He unexpectedly met with a strong adverse tide, and did not enter the harbour until the dawn of day, when a large armed vessel was suddenly discovered, moored across the anchorage, having the sloop between her and the shore. About fifteen minutes previous to this, Mr. Cox had detached his other boat in pursuit of a small craft; notwithstanding which, and that he saw the whole of the guarda-costa's crew, armed with muskets, drawn up on her deck from stem to stern, and two long guns pointed directly at him, so great was his confidence in the fine fellows with him, that the enemy was instantly boarded, and, after a slight resistance, carried: in less than twenty minutes she was under sail; and in about two hours after he re-joined the Attentive, with only one man slightly wounded."

On the 17th October, 1807, the Attentive captured, between Tobago and Trinidad, the Spanish privateer Nuestra Senora del Carmen, of two guns and sixty-three men, three of whom were wounded during the chase. A few days afterwards, Mr. Cox was appointed acting lieutenant of the Port d'Espagne 16, Commander James Pattison Stewart; whom we find him following into the Snap sloop, Nov. 13th, 1808. His first Admiralty commission bears date Mar. 10th, 1809.

Mr. Cox served as senior lieutenant of the Snap at the reduction of the French and Dutch West India islands, in 1809 and 1810; was attached to the military force, under Brigadier Harcourt, at the capture of St. Martin's; and continued in the same vessel, under several commanders, until paid off, Feb. 15th, 1811. Between Mar. 6th and June 10th, 1811, he was first of the Lynx 18, Commander Thomas Perceval, on the North Sea station; and from the latter date, until July 21st, 1814, we find him serving under his early and constant patron, Captain John E. Douglas, in the Bellona 74, and Prince of Wales 98, which last-named ship formed part of the fleet under Lord Exmouth at the surrender of Genoa in April 1814. His subsequent appointments were, August 8th following, to the Alpheus 36, Captain

George Langford, with whom he proceeded to the East Indies and China; and, Jan. 29th, 1817, to the Primrose 18, Captain George B. R. Phillott, fitting out for the Jamaica station; where he was serving when promoted to the command of the Shearwater sloop, by commission dated on the 9th July in the same year. He continued in that vessel for a period of two years and seven months; and is now (1834) employed as Inspecting Commander of the Coast Guard at Carrickfergus, where he has lately seized the Rob Roy yacht, belonging to a gentleman residing near Belfast, laden with contraband tobacco.

WILLIAM ALLAN HERRINGHAM, Esq.

Was wounded while serving as midshipman on board the Colossus 74, Captain (afterwards Sir James Nicoll) Morris, at the memorable battle of Trafalgar. He passed his examination in Nov. 1809; obtained a lieutenant's commission on the 2d Nov. 1810; and was second of the Java frigate, Captain Henry Lambert, in her long and well-fought action with the United States ship Constitution, Dec. 29th, 1812.* He afterwards served for four years in the Tigris frigate, Captain Robert Henderson; had the honor of steering H. R. H. the Duke of Gloucester, when on a visit to the flagship at Plymouth, in 1817; and attained his present rank on the 16th January, 1818.

JOHN M'ARTHUR LOW, Esq.

On the 8th Feb. 1817, this officer forwarded to the Admiralty a memorial, of which the following are extracts :—

"*To the Right Honourable the Lords Commissioners for executing the office of Lord High Admiral of Great Britain.*

"The Memorial of Lieutenant John M'Arthur Low, late acting commander of H. M. sloop Cameleon,

"Humbly Sheweth,

"That your memorialist has been upwards of eighteen years engaged

* See Vol. III. Part I. pp. 247—253.

in a constant course of active service in his Majesty's navy, as midshipman, lieutenant, and acting commander; having in the early part served on the coast of Africa and among the West India islands, and during the last fourteen years in the East Indies.

"That, during ten years of the above time, viz. from Dec. 1798, until Jan. 1809, he served as midshipman in H. M. ships Magnanime, Lapwing, Albion, and Culloden; under Captains Taylor, Rotheram, and Ferrier, and the flag of Vice-Admiral Sir Edward Pellew.

"That, during the next seven years, viz. from Jan. 1809, at which time he was appointed acting lieutenant, until Jan. 1816, when he was appointed acting commander of H. M. sloop Cameleon, he served in his Majesty's ships Arrogant, Minden, Theban, and Revolutionnaire; with Captains Flint, Reynolds, Hoare, Skene, Woolcombe, and Leslie; and part of the time in Sir Samuel Hood's flag-ship.*

"Further, that for a considerable part of the last period, your memorialist had acting orders to command H. M. ships Arrogant and Minden; also the governments of the forts at Anjer and Marrack, in the island of Java; having previously been engaged in the reduction of Siringan, the defence of the temporary establishment at St. Nicholas's Point; and he was likewise, under Captain Hoare, zealously, arduously, and usefully employed in conciliating the Bantamese, supporting the cause of Achmet, Pangorang of Bantam, and procuring, through his power and influence in that kingdom, supplies for the naval and military forces employed in the Java expedition.

"That, in Sept. 1810, when your memorialist was appointed to command the Minden (74), at Bombay, that ship was intended to carry the flag of Vice-Admiral Drury, then commander-in-chief; the Russell, his flag-ship, being found unserviceable. The Minden's speedy equipment became, therefore, a matter of great importance, connected with the other preparations for the subjugation of Java and its dependencies; but all the ships of the squadron that could be rendered effective, being then required off the Mauritius, your memorialist was left without the assistance of any officers or seamen, notwithstanding which, on the Admiral's return from the Isle of France, in January following, to such a state of forwardness had the ship been brought by your memorialist's own resources, and the help of some Lascars, hired at his own risk, with a few men impressed from India ships, that she was ready for sea, and actually sailed in two days after the flag-captain, with the crew of the Russell transferred. The exertions of your memorialist on this occasion were thought so meritorious, that he was continued in the ship, as one of her lieutenants, to be promoted if an opportunity offered; but the fair prospects of your memorialist were suddenly darkened by the lamented death of Vice-Admiral Drury.

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* His promotion to the rank of lieutenant took place May 4th, 1810.

" That, in June, 1812, your memorialist, having returned to England, second lieutenant of the Minden, after serving ten years in India, had the honor of submitting to Lord Viscount Melville his claims for promotion, and therewith produced various documents relative to conduct, character, abilities, and services; those claims were considered so just and weighty, that the Lords Commissioners of the Admiralty were, in consequence, graciously pleased to recommend your memorialist to Vice-Admiral Sir Samuel Hood, for promotion. He was accordingly sent back to the East Indies, as lieutenant of the same ship *(Minden)* in which he had, previous to his return home, served nearly two years in that capacity; she being destined to bear the flag of Sir Samuel Hood.

" That the constitution of your memorialist being materially injured by the length of his former services in that unfavourable climate, but particularly by sufferings and exposure on the Java expedition, he, on returning again to that station in 1812, became an unhappy victim to every disease with which Europeans are assailed; and although the severity and well-known nature of his complaints, with the repeated injunctions of friends, and the advice of medical men, pressed strongly for his removal to a more temperate latitude, or to his native land, yet your memorialist, under a thorough conviction that whenever it came to his turn on the Admiralty list, and a vacancy offered, the purpose for which he was sent to India would be answered: and also considering, that in case of returning to England, or quitting the station, he might afterwards, on preferring claims for promotion, be regarded as one who had by such act thwarted the good intentions of the Admiralty towards him, he continued faithfully to serve, and patiently to suffer.

" That, having arrived at the head of the list for promotions, after thus long serving and suffering, in anxious expectation of advancement in a profession to which he is, and ever has been, zealously and entirely devoted, your memorialist was appointed, by Commodore Sayer, acting commander of H. M. sloop Cameleon, at Bombay; and that he was subjected to very serious expenses in joining the said vessel, from the necessity of quitting his former ship, the Revolutionnaire, in the Straits of Malacca, and waiting two months at Pulo-Penang and Madras, before his appointment was received, and opportunity to join the Cameleon offered; also expences in purchasing a chronometer, books, charts, and sundry equipments for his cabin and table, amounting to more than triple his pay during the time he commanded the Cameleon.

" That your memorialist, on a fair consideration of all circumstances, was led to consider himself a commander in H. M. navy, from the day he was appointed to the Cameleon, or rather that the confirmation of his appointment, like every one by which it had been preceded, would be a mere matter of course: for, if any known fact had justified his entertaining and expressing a doubt on the subject, he would have been provided with such recommendations and testimonials, from the different governments of India, as well as from men in high public situations, as

would probably have superseded the necessity of troubling your Lordships with this memorial, and saved him from that severe and inexpressible anguish of mind to which he has been exposed by the disappointment of those hopes which he had every reason, at one time, to flatter himself were well founded.

" That your memorialist, in proof of his disinterested zeal for the public service, begs leave to advert to one circumstance which occurred soon after he had been appointed to the Cameleon, and which gained him not only the commendations of his superior as well as brother officers on the station, but also the approbation of Earl Moira and the Supreme Council at Calcutta. In April 1816, H. M. sloop Challenger having arrived at Madras, with 600,000 dollars on board, consigned to the government of Bengal, and treasure to a great amount for the merchants of Calcutta, and the senior officer being under the necessity of detaining the said sloop, that her commander might sit as a member of a court-martial then about to be assembled for the trial of Captain Robert O'Brien,* your memorialist volunteered to receive on board the Cameleon all the treasure in the Challenger, and convey the whole to its destination, without benefit or participation whatever for freight-money allowed by Government, or the East India Company, which he accordingly executed, as appears by the correspondence herewith produced.

" That your memorialist, although never wounded in battle, has received severe hurts in the service, having had his collar-bone broken by an accident on board the Albion, and his right leg broken, in erecting sheers on board the Arrogant, at Bombay; your memorialist being then charged with the duty of equipping the said ship for the purpose of masting the Minden, at the time she was ready to be launched.

" That your memorialist, from such long servitude in the East Indies, has been of late years afflicted with a chronic disease of the liver, and is at this time in a state of extreme debility, owing to a severe attack with which he was seized on his arrival at Portsmouth. Without trespassing further on your Lordships' time, he refers them to three certificates transmitted herewith, from Dr. Wright (physician at Haslar), Mr. Morrison (acting surgeon of the Cameleon), and Mr. Rowe (surgeon at Portsmouth).

" Your memorialist, therefore, humbly trusts your Lordships will take all the circumstances of his services and claims for promotion into your favourable consideration; and your memorialist, as in duty bound, will ever pray.

(Signed) " John M'Arthur Low."

Six days after the date of the above memorial, a letter was laid before the Board of Admiralty, signed by George Spain, of East Cowes, in the Isle of Wight, accusing Lieutenant

* See Vol. II. Part II. p. 881, *et seq.*

Low of tyrannical conduct, and indirectly charging him with murder; in consequence of which representation he was officially informed that their Lordships could not "hold out hopes to him of early promotion."

On the 10th April 1817, a court-martial was assembled in Portsmouth harbour, to investigate the serious charges thus exhibited against Lieutenant Low. The first of the only two witnessess called by his accuser, although seven had been summoned, and were in attendance, was Mr. Robert Morrison, late acting surgeon of the Cameleon, who deposed that he had attended the punishment of George L. Spain, junior,* for theft, drunkenness, and other offences, on the 14th June 1816; that the young man denied being guilty of theft, but acknowledged that he had drank part of some wine stolen from his commander's cabin lockers, by the person doing duty as clerk; who, so far from attempting to exculpate himself, or to implicate Spain, candidly avowed his own criminality, and, as far as his testimony went, completely exonerated the other culprit. This witness also deposed, that Spain appeared rather dejected after his punishment; and that he believed he had deserted from the Cameleon, in Simon's Bay, Cape of Good Hope, on the 6th Sept. 1816, until informed that his body was discovered floating alongside of the Horatio frigate on the morning of the 19th, the very day the Cameleon quitted that anchorage. On Mr. Morrison's cross examination, however, it appeared, that he had not reported the punishment (fifty-five lashes) as severe at the time of its infliction, and that Spain was not in consequence put on the sick list; that he had not been put on it subsequently for any affection of the mind; that he knew not of any harshness or cruelty towards him practised by acting Commander Low; and that the clerk's confession of guilt, and acquittal of Spain, was after the latter had been punished.

The evidence of the prosecutor's other witness, Lieutenant David Bolton, went to shew, that several persons were examined in the presence of Spain and the clerk, prior to the

* Son of complainant.

punishment, and proved that they had been drinking together in the commander's cabin ; that Spain was punished for theft and *other* offences; and that he confessed himself, in part, guilty.

William Willett, private marine, one of the few witnesses called by Lieutenant Low, deposed, that Spain had confessed to him his share in the robbery, offered to replace the wine stolen, and bribe him to conceal the fact. He accurately described the state of the commander's cabin, on the morning after the robbery; and was not very delicate in speaking of the effects which the claret had apparently produced on the stomachs of the parties concerned in the theft. His testimony went farther to shew that Spain was not harshly treated after his punishment, that he joined in the amusements of the crew, and took the part of *Serjeant Kite*, in a play called the *Recruiting Officer;* that every body believed he had deserted at the Cape; and that the greatest part of his effects were either smuggled on shore, sold for grog, or otherwise disposed of, previous to his desertion. This witness distinctly proved every circumstance stated by Lieutenant Low in his defence, and went to a much greater extent. The sentence delivered was as follows :

" The Court is of opinion, that the charges of cruel and tyrannical conduct to George L. Spain have not been proved against Lieutenant John M'Arthur Low, but that the information upon which the prosecutor grounded the complaints, stated in his letters to the Lords Commissioners of the Admiralty, was totally unfounded ; and doth adjudge the said Lieutenant John M'Arthur Low to be most fully acquitted thereof : and the said Lieutenant John M'Arthur Low is hereby *fully acquitted* accordingly."

This officer was advanced to the rank of commander, Jan. 20th, 1818. His brother, Archibald, is a solicitor at Portsea; and he has a sister married to Mr. George Rowe, surgeon R.N., now practising at Chelsea.

HENRY CHARLES PEMBERTON, Esq.

Son of Dr. Christopher Robert Pemberton, physician extraordinary to his late Majesty George IV.

This officer served as midshipman in the Pomone frigate, Captain Robert Barrie; and was appointed acting lieutenant of the Hibernia 120, bearing the flag of Sir W. Sidney Smith, on the Mediterranean station, Oct. 26th, 1812. His first commission bears date Jan. 25th, 1813. We next find him, in Aug. 1813, joining the Glasgow frigate, Captain the Hon. Henry Duncan, in which ship he continued until paid off, Sept. 1st, 1815*. He was third lieutenant of the Minden 74, Captain William Paterson, at the battle of Algiers; after which he proceeded in the same ship (destined to receive the flag of Sir Richard King) to the East Indies; and from thence returned home, acting captain of the Melville 74, in Dec. 1817. He obtained the rank of commander, Jan. 20th, 1818; and married, Aug. 31st, 1822, Caroline Ann Augusta, daughter of the late Captain Nixon, a veteran army officer.

BARTHOLOMEW BONIFANT, Esq.

Is a native of Corsica, and was at school with Napoleon Buonaparte. He obtained the rank of lieutenant in the British navy, Mar. 14th, 1809; served under Captain (now Sir Thomas J.) Cochrane, in the Ethalion frigate, on the West India station; afterwards under the flag of Rear-Admiral Francis Pickmore, in the Mediteranean; commanded for some time a ship employed in conveying bullocks, &c. from Barbary to Minorca and the fleet off Toulon; received an appointment to the Impregnable 98, fitting out for the flag of Sir Josias Rowley, in Mar. 1815; and was flag-lieutenant to Vice-Admiral Pickmore from Feb. 12th, 1817, until the demise of that worthy officer, at St. John's, Newfoundland, Feb. 24th, 1818. His promotion to the rank of commander took place on the 20th April following.

* See Vol. II. Part II. p. 999, *et seq.*

WILLIAM DEVEREUX EVANCE, Esq.

Is a son of Mr. Evance, of the firm of Suttaby, Evance, and Co., booksellers, Stationers' Court, Fleet Street, London. He passed his examination in Dec. 1812; obtained a commission, appointing him lieutenant of the Heron sloop, Captain Francis Charles Annesley, Sept. 3d, 1814; and afterwards served in the Tigris frigate, Captain Robert Henderson. On the 7th Nov. 1816, he was appointed flag-lieutenant to Rear-Admiral Plampin, then preparing to assume the naval guardianship of Napoleon Buonaparte:—on the 15th Aug. 1818, he was promoted to the rank of commander:—and in Oct. following we find him in the Redpole sloop, on the St. Helena station. He married, April 19th, 1825, Harriet, youngest daughter of Job Dyer, Esq. of Chigwell, co. Essex.

ROBERT DEANS, Esq.

Second son of the late Admiral Deans, of Huntington, North Britain, who died in 1815. This officer entered into the royal navy, as midshipman on board the Woodlark sloop, on the North Sea station, in 1804; and afterwards served under the flag of Vice-Admiral (afterwards Sir Edward) Thornbrough, Lord Collingwood, and Sir Charles Cotton, in the Mediterranean. His first commission bears date June 15th, 1811; and was presented to him by the Right Hon. Charles Yorke, as a reward for his gallant conduct in an unsuccessful attack, by the boats of the Cherokee, Clio, and Bellette sloops (of which former vessel he was then acting lieutenant) upon some galliots lying at Egersund, in Norway; on which occasion he had two fingers shot off, and was otherwise severely wounded.

After remaining a few months at sick-quarters, Lieutenant Deans was appointed to the Venerable 74, Captain Sir Home Popham, employed in co-operation with the patriots on the north coast of Spain; where he occasionally landed in command of a division of small-arm men. During the pursuit of the enemy from St. Ano Castle to the town of Santander,

he was in the act of receiving orders from Sir George Collier, when that officer and Captain (now Sir Willoughby T.) Lake, were wounded*. In Feb. 1813, he followed Sir Home into the Stirling Castle 74, fitting out for the reception of Earl Moira (afterwards Marquis of Hastings), Governor-General of India, by whom he was highly complimented for his exertions in saving the lives of two seamen, who fell overboard during the voyage to Bengal. From May 1815 until Sept. 1818, on the 9th of which latter month he was made a commander, we find him serving as flag-lieutenant to Sir Home Popham and Sir William J. Hope, in the river Thames and on the Leith station. In 1817, he won the silver bugle given by the royal company of Scottish archers, with whom he did duty, as one of King George IV.'s body guard, during his Majesty's gracious visit to Scotland.

In 1820, when the spirit of radicalism was raging in the west of Scotland, Commander Deans joined the Edinburgh yeomanry cavalry, of which corps Viscount Melville, then First Lord of the Admiralty, was colonel. On the 30th April, 1827, he obtained the command of the Clio sloop; and on the 12th Nov. following, was tried by a court-martial for having run that vessel on shore, off Coquette Island, on the coast of Northumberland, whereby she lost her rudder and two anchors and cables. The charge was specially grounded on the first article of the fifth section of the new naval instructions, viz.:

"On all occasions, where a ship is in pilot-water, or in the neighbourhood of the land, of rocks, or of shoals, the captain is to take particular care that the hand-lead be kept constantly going, whether the pilot, or the master, thinks this precaution necessary or not; and if it shall appear that a ship has been brought into danger of running on shore, or has been wrecked, by a neglect of this precaution, the captain will be held responsible for it."

The Court having heard Commander Deans' narrative, and evidence of all the circumstances, agreed, that the charge of a neglect of this instruction had been proved against Commander Deans; but in consideration of his high character in

* See Vol. I. Part II. p. 707, *et seq.*

the service, and his attention to every other part of his duty, did adjudge him only to be reprimanded, and admonished to be more careful in future. Mr. Sam. Birt, master of the Clio, was afterwards tried for a neglect of the 22d article of his instructions, which also refers to keeping the lead going in pilot-water; when he was, in consideration of the good character given him by his commander, only reprimanded, and admonished to be more careful in future.

In Nov. 1829, Commander Deans was appointed to the Childers sloop, on the North Sea station; and in Jan. 1831, he and his first lieutenant appeared before a court-martial on charges, the nature of which will be seen by his

DEFENCE.

"*Mr. President and Gentlemen of this Honourable Court:*—I stand before you as the commander of one of his Majesty's ships of war, on my trial, on charges brought forward by the friends of a midshipman, late belonging to the Childers, under my command, for tricing him up in the main-top, and for subsequently putting him in irons; which charges, I allow, of themselves imply cruelty and oppression; but I trust I shall not fail to make it appear, that a disposition to be cruel, overbearing, or oppressive towards those placed under my command, is wholly foreign to my feelings, and cannot with justice or truth be maintained against me—proved not only by those officers and men lately under my command in the Clio, but most fully so by the officers and men of the Childers.

"I trust that this Hon. Court will be of opinion that such a step as that I was compelled to adopt towards Mr. Collymore, midshipman, was absolutely required, in justice to the maintenance of the necessary discipline of the service, caused not only by his mutinous manner and gestures at the time of his misconduct, but also for his repeated acts of insubordination and contempt of orders previously; one of which, with the permission of this Hon. Court, I beg leave to state:—When H. M. ship Childers was at anchor off Harwich, in the month of April of last year, on or about the 12th day of that month, I directed a boat to be sent at night, under the command of Mr. Donaldson, the gunner, with Mr. Collymore, and six men, along the coast to look out for smugglers; and it blowing very hard, the boat was obliged to land. At daylight the party returned on board. On the evening of the following day, a person respectably dressed as a farmer came on board the Childers, and complained to me that his house had, the previous night, been attacked by three men and an officer, and that his windows had been broken, and his premises had sustained other injury, and that the party had put himself and his family in bodily fear. He suspected the men

belonged to the Childers, and therefore came to complain of the outrage committed. I immediately sent for Mr. Collymore and the boat's crew, who in the presence of the complainant and my officers, most positively denied any knowledge of the transaction; and then, not doubting the word of Mr. Collymore, I dismissed the complaint. Two days afterwards, while I was on shore, a constable came on board the Childers, with a deposition, taken on oath, before a county magistrate, relative to the above case; and on Mr. Collymore being closely interrogated on the subject by Lieutenant M'Donald, the then commanding officer, he unhesitatingly acknowledged the facts, as I have now stated them to this Hon. Court, and admitted that he had committed the outrage complained of. Hereupon Lieutenant M'Donald, accompanied by Mr. Collymore, immediately appeared before the magistrate, at Felixton, who, in consideration of Mr. C.'s youth and inexperience, mitigated the severity of the fine for this outrage, by reducing it to five pounds, which Mr. C. paid. On Mr. C.'s return to the Childers, I judged it necessary to express to him my sincere regret and astonishment at his ungentlemanly and unofficerlike conduct on this occasion. I pointed out to him how greatly at variance such behaviour was with his station in life; and, Gentlemen, I reminded him of the untruth he had spoken—that I hoped his future conduct would be correct. Mr. President and Members of this Hon. Court, I beg you will mark the sequel: instead of improving his conduct by the advice I had given him, he still proceeds in a course of inattention to his duty, and immediately afterwards commits serious acts of insubordination. The first to which I beg to call the attention of this Hon. Court was on the evening of the 2d April last. Mr. Collymore, in company with Mr. Free, also a midshipman of the Childers, quitted the ship without leave, and did not return to her until day-light the following morning. After giving them a severe lecture, and resorting to the minor punishment of stopping their leave, I was induced to forgive them this offence, assuring them that a repetition of conduct so unofficerlike and ungentlemanly would not fail to meet with its deserts, as I would not again overlook such glaring acts of misconduct. But, Mr. President and Gentlemen of this Hon. Court, instead of this admonition having the effect I hoped it would have had, Mr. Collymore, accompanied by Mr. Free, before-mentioned, during the time Mr. C. had charge of the watch on board the Childers, took a boat and went on shore, and did not return until day-light the following morning. When this disgraceful act was reported to me, I sent for these young gentlemen (not wishing to resort to severe measures, which might have proved injurious to their future prospects in life), and desired them to apply to the Admiralty for their discharge from the Childers, for private reasons, thereby giving them an opportunity of rejoining the service when any officer might be disposed to receive them. After these repeated acts of forbearance and kindness, as well as the fatherly advice I had given these misguided

youths (particularly Mr. Collymore), I appeal to the breasts of this Hon. Court if the charge of cruelty can for a moment be substantiated against me.

" Mr. President and Gentlemen, I come now to the period when the offence of tricing up into the main-top is alleged against me; this occurred while lying at the Little Nore, and when the letters of these young gentlemen, applying for the discharge from the service, were under the consideration of the Board of Admiralty. I acknowledge the correctness of that part of the evidence as regards the tricing Mr. Collymore up in the main-top, which measure I beg to assure this Hon. Court I was compelled to resort to, in consequence of his direct disobedience of my orders, in the presence of the whole of my officers and ship's company. And here I beg to state, that I consider it as a principle due to the discipline necessary to be maintained on board all of H. M. ships, that the opposition of an inferior to a superior, cannot be permitted without striking at the very root of discipline; and I have further to observe, that such a course of punishment has been, and still continues to be, customary in the service. I was induced to order the first lieutenant to see him seized to the rigging, in deference to his feelings, because he was yet in the situation of an officer.

" I now beg to state to you, Mr. President and Gentlemen of this Hon. Court, the circumstance of my ordering Mr. Collymore to be placed in irons. I have stated in the outset of my defence, Mr. Collymore had frequently quitted the ship without leave, and I considered he would do so again, in opposition to all the advice and the orders I had given to him; I also conceived his mutinous behaviour and gestures exhibited towards myself on this occasion, called for great severity of punishment; I was therefore compelled to order him, repugnant as I felt it was to my feelings at the moment, to be placed in irons, the severity of which order was far more in idea than in reality, for it appears by the sworn evidence of Serjeant Lees, that he was so confined for the space only of four hours and a half, namely, from 4 P. M. to half-past 8 P. M. of the same evening, thereby disproving his charge that he was confined in irons one night and part of two days. Here, sir, allow me to remark, that Mr. Collymore had, by his disgraceful behaviour in the Childers, forfeited the good wishes and opinions and respect of all the officers and ship's company, who had witnessed, in so many instances, his insubordinate and unofficerlike conduct, and who had heard him acknowledge having committed the outrage I have described, which he, but a few hours previously, in their presence, denied all knowledge of.

" Mr. President and Gentlemen, I beg to observe, that I am not aware that I am deprived, as a commander of one of H. M. ships of war, of the power of putting any petty officer or seaman in irons, whose conduct, from disobedience of the positive orders of his superior, amounts to a species of mutiny, and consequently demands severity of punishment.

" And now, Mr. President and Gentlemen of this Hon. Court, unassisted by the talents of counsel, or the opinions of any legal adviser, I have thus laid before you these statements, founded in facts. I only request the patience of this Hon. Court for a short time, during the examination of witnesses, if the Court should deem it necessary to examine them, in corroboration of my assertions. I merely ask, would either of you have acted differently to what I have, had your orders been set at defiance on the quarter-deck of either of your respective ships, by a midshipman whom you had brought into the service, as I had Mr. Collymore, and whom you had fostered, as I had him, in every respect as a son.

" Mr. President and Gentlemen, I have served in H. M. navy twenty-seven years, upwards of twelve years of that period as a commander, with a character unsullied, with a character respected by every officer and man I have served with; and though I have unceasingly studied to act up to what I consider to be the true discipline of the naval service, my conscience acquits me of ever having conducted myself towards any one subordinate to me with undue severity. I have been severely wounded in H. M. service, and have lost two fingers from my left hand in action, and have a musquet-ball now in my right arm. Sir, my father was in H. M. navy fifty-nine years, and died an admiral of the red squadron. I mention this merely to shew, that I am not unworthy the rank and situation I hold in the service. Sir, on the justice or injustice of the charges brought against me this Hon. Court are, I am sensible, fully competent to determine; and I beg to avow, that I have the highest respect for this Court, and that I have every reliance on its justice, and perfect confidence in the rectitude of my own conduct. With these sentiments, Sir, I close my defence, and shall cheerfully bow to your decision."

The Court was then cleared, and after some few minutes deliberation was again opened, when they declared their opinion to be, that no charge had been proved against Lieutenant Worsfold, his evidence therefore was admissible if Commander Deans should think proper to call upon him.—I should wish, said the latter, that Lieutenant Worsfold be called, to state to the court the general conduct of Mr. Collymore, for the last three months he served in the Childers.—The lieutenant was then sworn, and deposed as follows:—

" The day previous to Mr. Collymore being hauled up into the maintop, I had mustered the ship's company at divisions, with their scrubbed hammocks, and directed Mr. Collymore, as the midshipman of the second division, to take a list of the hammocks that were returned, fresh marked or repairing. On the following day, on inquiring for this list, I sent to Mr. Collymore for it, which was brought to me by the quarter-

master of the watch. It was written in pencil, as I conceived, not in a proper manner to be sent to me; I accordingly sent for him on deck, and desired him to repeat over the names that were not legible to me; he then told me that he had not done it himself, but that one of the master's assistants of the same division had done it; I reprimanded him for not obeying my orders, which he appeared to take no notice of whatever; I then ordered him to go to the mast-head; he still continued to treat my orders with contempt, and in fact turned himself round, his back partly towards me, looking about as if insensible it was to him I was addressing myself; I moved towards him and repeated my orders three or four times more, but when I asked him the question whether he meant to attend to what I had said, he replied no. I immediately went down below and told Commander Deans of the circumstance; he followed me on deck and ordered Mr. C. to go to the mast-head; he still continued to treat Commander D. as he had already done me; I was then desired by Commander D. to send for the main-top men, who adjusted a half-inch rope under his arm and hauled him up into the top; I was then desired to go up and see him secured to the topmast rigging, and after a great resistance by his nearly knocking me out of the top, he was seized to the rigging by the elbows, with his face towards the mast; I then sent the men below, and went myself to report to the commander, that Mr. Collymore was secured. Shortly afterwards, Commander Deans went on shore, and I went below, but came upon deck in about ten minutes, and looking aloft, I found that Mr. Collymore was out of the top; I immediately sent for the serjeant, and desired him to bring Mr. Collymore on deck to me, judging he was below in his berth; he came, when I asked him if he had leave to come down? he told me no; I ordered him to go aloft again; finding he still persevered in the same line of conduct he had previously observed, I ordered the serjeant to take him below, and put a sentry at his berth-door, and told him he was to consider him (Mr. C.) as a prisoner under arrest. Shortly afterwards, considering it too great an indulgence for him to be below in his berth, I desired the serjeant to bring him up and put him on the poop with a sentinel over him. On Commander Deans coming on board after four o'clock, he questioned me how he came there; I told him about his coming down from the top, when he ordered him to be placed in irons under the poop; about eight o'clock he was removed to his hammock in the steerage. The next morning he was brought up under the poop and placed under the sentry's charge; about nine o'clock he was sent with a sentinel below to his berth under arrest, where he remained for three days, during the investigation that took place by Sir Jahleel Brenton, on board the Donegal. Two or three days afterwards he was discharged from the ship.

" Commander Deans.—State to the Court his general conduct for the last three months. Lieutenant Worsfold.—He was in general inattentive to his duty; he left the ship twice at night time, without permission,

returning at day-light in the morning; the last time he left the ship it was his watch on deck.

" Commander Deans.—State to the Court my general treatment of the officers and men on board the Childers. Lieutenant Worsfold—Commander Deans has expressed his wish frequently that the officers and ship's company should be made as comfortable as possible. No person could do more than he did to make them so.

" Lieutenant Gordon G. Macdonald, second lieutenant of the Childers, was then called, who corroborated the above evidence of Lieutenant Worsfold, and stated that Mr. Collymore was extremely inattentive to his duty, so much so that he frequently expostulated with him, and advised him to pay more attention to it. On the evening of the 14th April last, a man, having the appearance of a farmer, came on board the Childers, and made a complaint, when the commander sent for Mr. Collymore and the boat's crew. The farmer said his house had been attacked, the windows broken, his family had been put in bodily fear by the threats of a party, who, when asked what they came for at that time of night, answered, they were in search of smuggled goods; that he was induced to open the door, and allow them to come in; that they soon after departed; and the next morning he discovered that one of his gates had been broken, which he strongly suspected to have been done by them. Hereupon Commander Deans immediately inquired of Mr. Collymore and the boat's crew if they were the aggressors, all of whom positively denied having any knowledge of the transaction. Two days afterwards, Lieutenant Macdonald was commanding officer, when a constable came on board, with a warrant to take Mr. Collymore before a county magistrate. Lieutenant Macdonald sent for Mr. Collymore, and mentioned to him his suspicions that he and the boat's crew were the parties alluded to in the deposition made by the farmer, and advised him immediately to acknowledge it, if it was so. After some little hesitation, Mr. Collymore acknowledged that he was the person who had attacked the house. Lieutenant Macdonald immediately wrote a note to the magistrates, to say that he would appear, with the young gentleman (Mr. C.) the next morning; which he did. The fact was then acknowledged by Mr. Collymore before the magistrate, which he had previously denied. He then expressed contrition for what had occurred, and, after a severe admonition from the magistrate, he was fined five pounds; which he paid. Lieutenant Macdonald then bore testimony to the treatment of Mr. C. by Commander Deans, which he said was kind and indulgent to such a degree as the service could possibly admit of.

" John Taylor, master's assistant, was then called, who swore to the fact of Mr. Collymore having left the ship during his (Mr. Taylor's) watch, about half-past nine or ten o'clock at night; and when he was to have been relieved by Mr. C., the corporal reported that he had gone out of the ship.

" Commander Deans then stated, that he had no further evidence to bring forward; when the Judge-Advocate declared that the defence was concluded. The Court was then cleared, and after about two hours deliberation was again opened, and the following sentence delivered :—

" The Court having read the evidence in support of the charges, &c. &c., and having maturely and deliberately considered the same, &c., is of opinion that in giving an order to Mr. J. R. Collymore to go to the mast-head as a punishment, the said Lieutenant William Worsfold was borne out by the general custom of the service, and the particular circumstances of the case; and the Court is further of opinion, that the means resorted to, to enforce obedience, by Commander Deans, have also been practised in the service, and were in some degree justified by the previous incorrigible conduct of the said J. R. Collymore. The Court nevertheless cannot but consider that those means are generally unofficerlike and improper; and although fully sensible that the general conduct of Commander Robert Deans towards the officers and ship's company under his command has been kind and indulgent, the Court feels itself called upon to admonish the said Commander Robert Deans to be more circumspect in his conduct for the future, and he is hereby admonished accordingly, and the Court doth adjudge the said Lieutenant William Worsfold to be acquitted."

The President then returned Commander Deans his sword, which he said had been often and honourably drawn in defence of his country.

On the 21st June, 1831, the Childers sailed from Portsmouth with despatches to South America. She was paid off in the beginning of 1833.

Commander Deans has never been granted a pension for his wounds, the surgeons not considering him to have sustained injuries in the service equal to the loss of a limb. He is treasurer and a director of the Scottish military and naval academy, and also of the Edinburgh and Leith seamen's friend society. He married, in Feb. 1821, Mary, eldest daughter of the late Richard Clay, of Gloucester Place, Portman Square, London, Esq.

GEORGE FRANCIS BRIDGES, Esq.

Nephew to the late Lieutenant-General Bridges.

This officer was a midshipman of le Tigre 74, Captain B. Hallowell (now Sir Benjamin H. Carew), and employed

in a boat belonging to that ship, at the capture and destruction of a French convoy in the bay of Rosas, Oct. 31st and Nov. 1st, 1809*. He obtained a lieutenant's commission on the 1st Aug. 1811; and subsequently served under the flag of Rear-Admiral Hallowell, in the Malta 80, Royal Sovereign 100, and Tonnant 80; the former ship on the Mediterranean station, the second fitting out for Channel service, and the latter stationed in the cove of Cork, where he jumped from her ward-room into the sea, and thereby saved the life of an intoxicated man, who had thrown himself overboard, Sept. 30th, 1815. He was advanced to his present rank on the 9th Sept. 1818.

Commander Bridges married, at Milan, May 19th, 1825, Harriet, only surviving daughter of the Rev. D. D. Bergeur, rector of Everley, co. Wilts, and chaplain to Aubrey, seventh Duke of St. Albans.

SAMUEL SPARSHOTT, Esq.

Deputy Comptroller General of the Coast Guard.

This officer passed his examination in May 1809; obtained the rank of lieutenant on the 22d Aug. following; and subsequently served under Captains Robert Preston and William Bowles, in the Ganymede, Aquilon, Euphrates, and Amphion frigates. He was advanced to his present rank on the 16th Oct. 1818; and appointed inspecting commander of the coast guard at Yarmouth, in July 1814. We next find him, Sept. 13th 1826, commissioned to the Nimrod sloop, which vessel, when on her way from Cork to the river Clyde, having brought up in Holyhead bay during a gale from the N.N.W., drove on shore and was bilged, in the night of Jan. 14th, 1827. On the account of this disaster reaching the Admiralty, a master-attendant was sent round with succours from Plymouth, but, owing to strong easterly winds, he did not arive at Holyhead until after the Nimrod had, by very great exertions on the part of her commander, officers, and crew, been

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* See Suppl. Part III. p. 157, *et seq.*

floated off the rocks, and placed in a dry dock. She was sold out of the service on the 3d March following; and Commander Sparshott appointed to the office he now holds, on the 16th May in the same year. His younger brother, Edward, is a captain R. N., and a Knight of the Royal Hanoverian Guelphic Order.

ALEXANDER BORTHWICK, Esq.

Obtained his first commission on the 12th Feb. 1802; and the rank he now holds Dec. 7th, 1818; previous to which he had served as first lieutenant of the Ramillies 76, bearing the flag of Sir W. Johnstone Hope, at Leith.

WILLIAM RICHARDSON (*a*), Esq.

A native of Stonehouse, co. Devon; and nephew to the late Rear-Admiral Richard Raggett.

This officer entered the royal navy in Jan. 1797, as midshipman on board the Prince George 98, bearing the flag of Rear-Admiral (afterwards Sir William) Parker, in Jan. 1797; and witnessed the defeat of the Spanish fleet off Cape St. Vincent, on the 14th of the following month. We afterwards find him serving under Vice-Admiral Sir Charles Thompson, the present Sir James Hawkins Whitshed, and the late Sir George Campbell, in the Formidable 98, Queen Charlotte 110, and Temeraire 98, principally on the Channel station. In the early part of 1803, he belonged to the Victory, first rate, from which ship he was promoted, by the immortal Nelson, into the Termagant sloop, off Toulon, April 30th, 1804. In 1807, he was lieutenant of the Goshawk sloop, Captain Alexander Innes, and present at the siege of Copenhagen. He subsequently served as first of the Bombay, America, and York, 74's, Caledonia 120, and Rochefort 80, commanded by Captains William Cuming, Josias Rowley, Alexander W. Schomberg, and Sir Archibald C. Dickson; from which latter ship, in consideration of his long service as senior lieutenant, and his meritorious conduct

having been often represented, he was promoted to his present rank on the 7th Dec. 1818. The following official letters are extracted from the London Gazette.

"*H. M. S. Caledonia, off Toulon, June 10th,* 1812.

"Sir,—I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter and its enclosures which I have received from Captain Rowley, of H. M. ship America, stating the particulars of a spirited attack upon the enemy's batteries at Languilla, near Genoa, and the capture of a convoy that had taken shelter under them. I have the honour to be, &c.

(Signed) "EDWARD PELLEW,

"Vice-Admiral and Commander-in-Chief."

ENCLOSURE.

"*H. M. S. America, off Languilla, May 19th,* 1812.

"Sir,—I have the honor to inform you, that having yesterday, in company with the Leviathan and Eclair, fallen in with a convoy of eighteen sail of the enemy, deeply laden, which took shelter under the town and batteries of Languilla, and Captain Campbell concurring in opinion with me as to the practicability of bringing them out or destroying them by getting possession of the batteries, the marines of both ships, under the direction of Captain Rea, of the America, were landed this morning at day-break to effect it.

"A party under Captain Owen, R. M., of the Leviathan, was detached to carry a battery of five 24 and 18-pounders to the eastward, which he performed in a very spirited and judicious manner, the French officer who commanded falling in the attack: the main body in the mean time, rapidly advancing through a severe fire of grape, carried the battery adjoining the town of Languilla, consisting of four 24 and 18-pounders and a mortar, though protected by a strong body of the enemy posted in a wood, and in several contiguous buildings, upon the latter of which the guns were immediately turned with much effect. The enemy were now driven from the houses lining the beach by the fire of the Eclair, and the boats then proceeded to bring out the vessels that were secured by various contrivances to the houses and beach, their sails and rudders being mostly removed on shore: sixteen were towed off, as per enclosed list, which being accomplished, the marines were re-embarked in the most perfect order, under cover of the fire of the Eclair, and without molestation from the enemy, though a strong party was advancing from the town of Alassia to reinforce them.

"I regret to state, that our success has been clouded, and our loss on this occasion much extended, by an unfortunate accident which occurred in landing the party: the America's yawl being sunk by a chance shot from the only gun that could bear on the boats; and before assistance

could be afforded, I lament to say, ten marines and one of the crew were drowned.

"I have great satisfaction in the favourable report which I feel it my duty to make of the officers, seamen, and marines employed on this occasion: the gallant and able conduct of Captain Rea, who commanded the marines, was very conspicuous, and he reports in the most favorable manner of Captain Owen, and Lieutenants Neame, Cock, Carden, and Hill, and of the orderly good conduct of the whole detachment. To Captain Bellamy I was much indebted for the handsome manner in which the Eclair was swept in, and the fire she kept up to cover and protect the troops and boats during their operations; the ships being prevented by the light and baffling winds from getting close enough to act. The services of the boats in landing and embarking the troops, (and being all armed with guns or carronades,) assisting with their fire, and the expedition with which the enemy's vessels were brought out, does much credit to Lieutenant William Richardson, first of this ship, who had the direction of them, as also to Lieutenants John Molesworth and Robert Moodie, of the America, and Alexander Dobbs and Richard Hambly, of the Leviathan, who were employed in them. I cannot conclude without requesting permission to recommend to your notice Mr. John Harvey, master's mate of this ship, who has particularly distinguished himself, both on the present and other late occasions of boat service. I have the honor to be, &c.

(Signed) "JOSIAS ROWLEY."

"*To Vice-Admiral Sir Edward Pellew, Bart., &c. &c. &c.*"

In addition to the sixteen vessels captured and brought out, a settee of four guns was burnt; and another, laden with salt, so much damaged by shot, that she could not be got afloat. The cargoes of the prizes consisted, principally, of brandy, leather, salt, and wine. Exclusive of the heavy loss sustained at the onset of this dashing enterprise, four men were killed and twenty-one wounded:—total killed, drowned, and mortally wounded, sixteen; thirteen severely wounded, and seven slightly. The following order was issued by Captain Rowley previous to his detaching the boats and marines:—

"Mem.—The detachment of royal marines from the America and Leviathan are to rendezvous on board the Eclair at 2 A. M., and to land under the orders of Captain Rea at the position pointed out between the towns of Languilla and Alassia, Captain Owen with the half of his party to proceed and carry the battery to the west of Alassia, the guns of which he is to spike and otherwise render useless, and then retreat on the original position, and Captain Rea in the mean time to proceed with

the main body for the purpose of carrying the battery of Languilla, which having effected, he is to wait there for further orders, keeping the battery in readiness to turn against the town. The boats having effected the landing of the marines, are to return on board the Eclair, to receive the orders of Captain Bellamy for their further proceedings; it being intended, in the event of the line-of-battle ships not having sufficient wind to get near the shore, that the Eclair, with the assistance of the armed boats, shall dislodge the enemy from the houses, in order to bring off or destroy their vessels. The armed boats to be under the direction of Lieutenant Richardson, of the America, subject to the orders of Captain Bellamy.

"In the event of Captain Rea perceiving a favourable opportunity for proposing a capitulation to save the town from the effects of a cannonade, on condition of the vessels, &c. &c. being delivered up, he is at liberty to propose or accept it, in which case he will shew a flag of truce. The most particular orders are to be given, and enforced in the strongest manner, that no person shall, on any pretence whatever, enter a house, or go into the town.

"Given on board the America, off Languilla, May 18th, 9 A. M."

Commander Richardson married the niece of Rear-Admiral George M'Kinley. His only brother, John George Richardson, is a captain of the royal marines, quartered at Woolwich.

WILLIAM GRINT, Esq.

Served as midshipman on board the Britannia first rate, bearing the flag of Earl Northesk; and appears to have been wounded at the memorable battle of Trafalgar. We next find him master's mate of the Latona frigate, Captain James Athol Wood, at the capture of Curaçoa, Jan. 1st, 1807*. His promotion to the rank of lieutenant took place on the 27th July following. He was third of the Anson frigate, Captain Charles Lydiard, but fortunately absent in a prize, when that ship was totally wrecked in Mount's Bay, Dec. 28th, 1807†. His subsequent appointments were:—about April 1808, to the Vulture sloop, Captain Joseph Pearse;—about Nov. 1810, to the Pompée 74, Captain J. A. Wood;—

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* See Vol. I, Part II. note at p. 741.

† See Nav. Chron. XIX. pp. 55, *et seq.* and 452, *et seq.*

and Nov. 20th, 1811, to the Zenobia sloop, in which he served under various commanders, until the end of the war. He obtained his present rank on the 7th Dec. 1818.

MICHAEL STACPOOLE, Esq.

Was made a lieutenant in Jan. 1812; and commander on the 7th Dec. 1818.

HENRY FREEMAN YOUNG POGSON, Esq.

Obtained the rank of lieutenant on the 28th April 1798; lost the Racer, of 12 guns, in the Gulf of Florida, Oct. 10th, 1814; commanded the Eagle, revenue cruiser, on the Sheerness station, previous to his further promotion in Mar. 1819; and was appointed an inspecting commander in the Coast Guard service, April 6th, 1830.

JOHN EVELEIGH, Esq.

Displayed great gallantry whilst serving as midshipman of the Pique frigate, Captain Charles B. H. Ross, and employed in her boats at the capture of the Spanish armed schooner Santa Clara, off Ocoa bay, St. Domingo, Mar. 17th, 1806. He was made a lieutenant on the 16th May 1809; appointed to the command of the Whitworth, revenue cruiser, on the Irish station, in June 1817; promoted to his present rank Mar. 4th, 1819; and subsequently employed as an inspecting commander at Bognor and in the Isle of Sheppy.

THOMAS LIPSON, Esq.

Was made a lieutenant in June 1809; and commander on the 4th March 1819. In Jan. 1817, the Lapwing revenue cutter, then under his command, was driven from her anchorage in Mill Bay, Plymouth, and went ashore high and dry

over a ridge of rocks, with comparatively but little damage.* He married, July 30th, 1812, Elizabeth, daughter of Mr. William Took, of Weymouth.

JOHN HARVEY (*a*), Esq.

A son of Henry Wise Harvey of Harnden, Sandwich, co. Kent, Esq., whose father, Captain John Harvey, one of "the bravest of the brave," was mortally wounded while commanding the Brunswick 74, at the memorable battle of June 1st, 1794†.

This officer was born at Harnden, on the 31st Dec. 1793; and entered the royal navy in Sept. 1804, as midshipman on board the Agamemnon 64, commanded by his uncle, Captain (now Vice-Admiral Sir John) Harvey, under whom he served in that ship and the Canada 74, principally employed on the Cadiz and West India stations, until the latter third-rate was paid off at Chatham, in Jan. 1808. During his first cruise he witnessed the capture of four Spanish merchantmen, laden with sugar, cochineal, indigo, coffee, &c. and having on board specie to a very considerable amount. In the following year, he was present at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder‡.

On leaving the Canada, Mr. John Harvey joined the Orion 74, Captain Sir Archibald C. Dickson, attached to the Baltic fleet; in which ship he continued until June 1809, when he sailed from Spithead, in the Donegal 74, Captain Edward P. Brenton, to rejoin his uncle, then commanding the Leviathan 74, off Cadiz. In Oct. following, he witnessed the destruction, by their own crews, of two French line-of-battle ships, between Cette and Frontignan‖. In Mar. 1811, he followed Captain Harvey into the Royal Sovereign, first rate, on the Mediterranean station, from whence he returned home towards

* See Vol. IV. Part I. p. 209.

† See Vol. I. Part II. note at p. 613, *et seq.* From a genealogical account now extant, the Harveys are traced in a direct line from Mr. Richard Harvey, of Filmanstone, who died in 1472.

‡ See Vol. I. Part I. p. 405. ‖ See id. p. 282, *et seq.*

the end of the same year. We afterwards find him successively serving on board the Sceptre, Marlborough, and San Domingo, third rates, from which latter ship he was promoted into the Success 32, armed *en flute*, Nov. 13th, 1813, His next appointment was, in Jan. 1814, to the Epervier 18, Commander Richard Walter Wales, the capture of which vessel, on the 29th April following, by the United States' sloop Peacock, has been narrated in Supp. Part IV. p. 127, *et seq.* We subsequently find him serving in the Astræa frigate, Captain Edward Kittoe; and as flag-lieutenant to his uncle, Rear-Admiral John Harvey, commander-in-chief on the Leeward Islands station. He obtained his present rank on the 2d April 1819.

This officer's only brother, Henry Wise Harvey, is a lieutenant in the navy. His eldest sister, now deceased, was married to Commander George Hilton.

JAMES BARNWELL TATTNALL, Esq.

Was born in 1790; and entered the royal navy in Sept. 1803, as midshipman on board the Leander 50, bearing the flag of Vice-Admiral Sir Andrew Mitchell, commander-in-chief on the Halifax station, where he was soon afterwards removed into the Boston frigate, Captain (now Vice-Admiral) John Erskine Douglas. He subsequently served under Lord Cochrane, in the Pallas 32, and conducted into port one of the richest prizes taken by that frigate, at the commencement of the Spanish war, in 1805.

On the night of April 5th, 1806, the boats of the Pallas, under Lieutenant John Haswell, captured the French national corvette Tapageuse, of fourteen long 12-pounders and 95 men, lying about twenty miles above the shoals of Cordovan, in the Bourdeaux river, and under the protection of two strong batteries. During their absence, three ships were observed bearing down to the British frigate, making many signals, and soon perceived to be enemies. "In a few minutes," says Lord Cochrane, "the anchor was weighed, and, with the remainder of the officers and crew, we chased

drove on shore, and wrecked, one 24-gun ship, one of 22 guns, and la Malicieuse, a beautiful corvette of 18 guns. All in this ship showed zeal for his Majesty's service. The warrant officers and Mr. Tattnall, midshipman, supplied the place of those commissioned." Other dashing services in which Mr. Tattnall participated are recorded in Vol. IV. Part I. p. 157 *et seq.*

From the Pallas, Mr. Tatnall followed Lord Cochrane into the Imperieuse 38. Towards the close of that year, while in charge of two French luggers, which had been captured off Rochfort, he was driven, through stress of weather, into Belleisle, and obliged to surrender. In Dec. 1809, having succeeded in effecting his escape from Verdun, while deprived of parole, he joined the fleet employed in the blockade of Flushing; and early in 1810, was sent out to the Leeward Islands on promotion. Soon after his arrival on that station, he joined the St. Pierre 18, as acting lieutenant; but, owing to a change in the naval administration, he was not confirmed until April 18th, 1811, at which period we find him appointed to the Racehorse sloop, Commander James De Rippe, on the Cape of Good Hope station, where he witnessed the capture of the French frigate Renommée, and assisted in taking possession of her late consort, la Néréide, together with several merchant vessels, in the month of May following.*

Lieutenant Tatnall's subsequent appointments were,—to the Portia 14, Commander Henry Thomson, stationed in the North Sea; President frigate, Captain Francis Mason, under whom he served at the siege of St. Sebastian; and Tonnant 80, flag-ship of the Hon. Sir Alexander I. Cochrane, by whom he was successively appointed acting commander of the Sophie 18, Carron 20, and Dictator troop-ship, on the North American station. Whilst belonging to the Tonnant, he served in her boats at the destruction of Commodore Barney's flotilla, in the Patuxent river; commanded a gun-boat at the attack upon Baltimore; and had a boat sunk

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* See Vol. II. Part II. p. 833, *et seq.*

under him, and the greatest part of his crew killed and wounded, at the capture of five heavy gun-vessels in Lac Borgne, Dec. 14th, 1814*. His promotion to the rank of commander, however, did not take place until April 14th, 1819; at which period he was acting in the Spey 20, on the Mediterranean station.

RICHARD JOHN HEAD, Esq.

Obtained his first commission on the 12th June, 1807; served as flag-lieutenant to the late Sir Charles V. Penrose, during the period of that officer's command on the Mediterranean station; and was advanced to his present rank in May 1819. On the 5th July 1827, the officers of the Coast Guard, (Falmouth district), gave him a dinner, on his retiring from the duties of Inspecting Commander. At the same time, they presented him with a snuff-box, of heart of oak, manufactured from a beam of St. Mawe's castle, of 200 years standing, suitably ornamented, and with an inscription commemorative of the deep feelings of respect which they entertained of his public character as an officer, and in grateful testimony of the many courtesies they had individually received.

JOSEPH GRIFFITHS, Esq.

Was made a lieutenant on the 19th August 1795; and served as such under the directions of Lieutenant William Bissell, of the Montagu 74, at the capture of thirteen French merchantmen, which had sought shelter under the batteries in the port of Danenne, Oct. 12th, 1800 †. Since the general peace he has commanded the Musquedobit schooner, on the Irish station. He obtained his present rank on the 12th Aug. 1819.

* See Supp. Part IV. pp. 4—7.

† See Vol. III. Part II. p. 380.

PETER SAMPSON HAMBLY, Esq.

Was made a lieutenant in Dec. 1805; attached to the Gibraltar flotilla from Sept. 1810, until the spring of 1814; and promoted to his present rank on the 12th Aug. 1819.

MASSY HUTCHINSON HERBERT, Esq.

Third son of Arthur Herbert, Esq., of Brewsterfield, near Killarney, co. Kerry (an old family residence), by Barbara, sister of the late Massy Hutchinson, Esq, of Mount Massey, near Macroom. His grandfather, Bastable Herbert, was married to Barbara Fitzgerald, sister of the late, and aunt to the present Knight of Kerry; and he is related to the Pembroke, Powis, and Carnarvon families.

This officer was born at Brewsterfield, in June, 1788; and entered the navy in Oct. or Nov. 1799, as midshipman on board the Magnificent 74, Captain (afterwards Admiral) Edward Bowater, under whom he served, in company with the Channel fleet, until paid off in the spring of 1802. He then joined the Neptune 98, Captain (now Rear-Admiral) Francis W. Austen, stationed as a guard-ship at Portsmouth; and, in Oct. following, the Loire frigate, Captain (now Sir Frederick L.) Maitland. On the 17th Aug. 1804, he assisted at the capture of the French frigate-built privateer Blonde, of 30 long 9-pounders, and 240 men, after a running fight of fifteen minutes, during which the enemy had two men mortally, and five badly, wounded: the Loire two severely and four slightly.

On the night of June 1st, 1805, three of the Loire's boats, commanded by her first lieutenant (the late Sir James Lucas Yeo), Mr. Clinch (midshipman), and the subject of this memoir, most gallantly attacked and carried two Spanish privateers, the largest a felucca, armed with three long 18-pounders and four 4-pounder brass swivels; the other, a lugger, with two long 6-pounders; both vessels moored under a 10-gun battery, in the bay of Camarinas, near Cape

Finisterre. In his official report of this dashing enterprise, Captain Maitland says, "the loss on board the lugger,* cannot be ascertained. When the crew of the felucca was mustered, nineteen out of fifty were missing; some of whom had jumped overboard, but the greatest part were killed by the pike and sabre, there being no other weapons used. When we call to mind the inequality of force, there being not more than 35 of the Loire's, officers included, opposed to 82 Spaniards, with their vessels moored to the walls of a heavy battery, it must be allowed to confer the greatest credit on the officers and men employed on this service,"—in the performance of which the British had not a man slain, and only three wounded.

On the 3d of the same month, Lieutenant Yeo was sent in the captured felucca, with Mr. Herbert and about thirty men, to reconnoitre the Spanish coast. In the performance of this duty, he was attacked by seven armed luggers, which had come out from Finisterre for the express purpose of taking him; but, after a sharp action, this very superior force sheered off, and sought protection under the land batteries.

On the following day, Mr. Herbert assisted at the capture of the French privateers Confiance and Belière; the former a very long corvette, pierced for 26 guns; the latter a brig with 20 ports; both lying in Muros Road, protected by a fort mounting 12 long Spanish 18-pounders, on travelling carriages, and a 2-gun battery. In the execution of this service, and in partially destroying the fort, the Loire had two officers and 13 men wounded; the enemy twelve killed and 30 wounded.† The Confiance was taken into the British service, and Lieutenant Yeo promoted to the command of her as a sloop of war.

On the 24th Dec. 1805, the Loire, in company with the Egyptienne frigate, captured off Rochefort, after an action

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* Boarded by Mr. Clinch, but abandoned by order of Lieutenant Yeo, in order to secure the felucca.

† See Vol. II. Part I. pp. 389—391.

of half an hour, the French national ship Libre, of 40 guns and 280 men; twenty of whom were killed and wounded. On this occasion the Loire, although the first in action, had not a man hurt; her consort one mortally, two badly, and five slightly wounded.

For other services, in which Mr. Herbert participated while belonging to the Loire, we must refer our readers to the memoir of his enterprising and indefatigable captain, whom he appears to have successively followed into the Volontaire and Emerald frigates. In Mar. 1807, he was removed into the Hibernia 110, flag-ship of Earl St. Vincent; and about three months afterwards to the Confiance, in which ship he served until Oct. 19th, 1807; when he was promoted to the rank of lieutenant for his gallant conduct at the capture of a privateer on the coast of Spain, which service was thus officially reported by his commander, in a letter addressed to Admiral Lord Gardner, Aug. 18th preceding:—

"I have the pleasure to acquaint you, that in proceeding to Oporto agreeable to my orders, I received information of a Spanish lugger privateer, lying in La Guardia, that had been committing great depredations on our trade on the coast of Portugal: it being calm, and we within a few miles of that port, I despatched the boats, under the command of Lieutenant William Hovendon Walker, assisted by Messrs. Herbert (master's-mate), and Forder (midshipman), to cut her out, which they performed in a most gallant manner, two forts and the privateer being perfectly prepared to receive them, and the former having opened a heavy fire on our boats long before they reached the vessel, which was moored under them, and from the prisoners' account mounted, the one four long 24-pounders, the other six 18-pounders, with 150 troops. The lugger proves to be El Reitrada, of three guns and thirty men, one of whom was killed, several wounded, and the rest jumped overboard. I am happy to add, this service was accomplished without any loss on our side. Lieutenant Walker speaks in the highest manner of Messrs. Herbert and Forder, as also of all the seamen and marines of the party."

Lieutenant Herbert's first appointment was to the Cossack 24, Captain George Digby. On the 22d June, 1808, he was engaged as a volunteer in a very hazardous and important service at St. Andero, on the north coast of Spain, as will

be seen by the copy of an official letter given in Suppl. Part I. p. 384, *et seq.* We next find him most actively employed, during the whole of a long and tempestuous night, in embarking and bringing off the remains of Sir John Moore's gallant army, at Corunna.

In June and July, 1810, the Cossack formed part of a squadron under Captain (afterwards Sir Robert) Mends, whose active operations on the north coast of Spain, between St. Sebastian and St. Andero, have been noticed in Vol. II. Part I. p. 272 *et seq.* and Part II. p. 949 *et seq.* She was afterwards ordered to the Mediterranean, where Lieutenant Herbert continued to serve in her, latterly under Captain Francis Stanfell, until June, 1812, when he applied to be superseded, and was accordingly put on half-pay.

In April 1813, he joined the Antelope 50, Captain Samuel Butcher, attached to the Baltic station; and during the summer of that year, he commanded her boats at the capture of several Danish privateers, which attempted by night-time to molest the British trade going through the Great Belt. On one of these occasions, he received a blow of a sword on the head, and was only saved by having a silk handkerchief in his hat, which was cut down to the very brim.

On the 1st Mar. 1814, the Antelope, then under the orders of Admiral William Young, commanding the North Sea fleet, forced the channel between Flushing and Cadsand, accompanied by a Russian frigate and the Resolution hired cutter, under a heavy fire from all parts of the extensive chain of works which, since the Walcheren expedition, had been thrown up on both sides of the Hondt. Whilst thus running the gauntlet, the Antelope received several shot in the hull, and had a few men badly wounded, one of whom was a Dutch pilot, whose comrade, on witnessing his misfortune, lost no time in concealing himself below. The Russian frigate lost no men, nor had she any wounded; but, unfortunately, the Resolution's gaff-top-sail sheet was shot away, which occasioned her to fall astern of the ships, instead of continuing a-head, and directing their course by her

soundings. When arrived abreast of Breskins, a thick fog coming on, the marks could no longer be seen. The tide was then setting over on the Cabot; on which, should the ships by any chance have been thrown, inevitable destruction must have been the result. This, together with the wind having occasionally headed them, induced Captain Butcher to approve the suggestion of the master of the fleet, then on board the Antelope, and sanction her being kept on the weather shore. Having, at length, passed the batteries, and had it reported to him that the Antelope was nearly advanced far enough to anchor, to await the arrival of a pilot from one of the frigates at Borselen, Captain Butcher was busily employed on the quarter-deck in reducing the heavy press of sail, which it had been necessary to carry, when all at once the water shoaled from seven to four fathoms. The helm was instantly put a-weather, and the after-sails ordered to be taken off, but before this could be done, or the ship could be influenced by the helm, she grounded on the tail of the Hoogplaat, between two spits of sand, where, notwithstanding every possible exertion, she remained immovable, within range of the enemy's mortar batteries, from about 5 P. M. on that day until 10 A. M. on the third, a period of forty-one hours. In his official report of this trying accident, Captain Butcher, after acknowledging the very great assistance he received from Captain John Hancock, of the Nymphen frigate; and the zeal, ability, and unbounded exertions of Commanders Payne and Warde, of the Cretan and Banterer sloops, says:—"*The constant attention and activity of Mr. Herbert (first lieutenant), and every other officer and person on board the Antelope, can never be surpassed. During upwards of thirty-six hours, not an individual had a moment's relaxation from the severest toil, even to admit the taking of the smallest sustenance; and at the expiration of that time two hours only (while waiting the return of tide) until, on the third, the ship was hove off.*"

In Oct. 1814, the Antelope being then at Quebec, Lieutenant Herbert volunteered to take the command of a party of seamen going to Lake Ontario, where he joined the St.

Lawrence 98, bearing the broad pendant of Sir James Lucas Yeo. In Oct. 1815, he was appointed by Sir Edward W. C. Owen, then commodore on the Canadian Lakes, to act as commander of the Star, which brig-sloop he paid off at Kingston in Sept. 1816. On his return home, as passenger on board the Prevoyante store-ship, he failed in obtaining promotion; nor was he advanced to the rank of commander until Aug. 12th, 1819.

This officer married, Feb. 24th, 1827, Elizabeth, daughter of the late Major Edward Orpen, of Killowen, co. Kerry, by whom he has issue. His eldest brother, Bastaple, is vicar of Kilgaroon, co. Kerry. Another, Emanuel Hutchinson, who died in India, and to whose memory a monument has been erected by his brother officers, "as a mark of their esteem," was a cadet in the Hon. E. I. C. service. Another, named Arthur, junior to himself, was a lieutenant in H. M. 3d regiment of foot, and killed at the battle of Albuera. The next in succession, Robert, is a lieutenant, R. N., and his youngest brother, Edward, in holy orders. His eldest sister, Hannah, is unmarried. The second, Barbara, is widow of the late Captain David Murphy, of the Kerry militia. The third, Lucinda, is married to Francis Christopher Bland, Esq., of Derriquin Castle, co. Kerry, who was called to the Irish bar. The fourth, Margaret Agnes, to Captain William Hilliard, of the Limerick militia. And the youngest, now alive, is the lady of the Hon. Colonel Philip Cocks, formerly of the Guards, brother to Earl Somers.

CALEB JACKSON, Esq.

This officer, the third son of George Vernon Jackson, Esq., was born in the county of Surrey, Jan. 3d, 1791; and first embarked as midshipman, on board the Vengeance 74, Captain George Duff, at Portsmouth, previous to her sailing for the Baltic, in the spring of 1801. On her return from that station, the Vengeance became one of the squadron under Rear-Admiral George Campbell; which, after cruising

for some time off Rochefort, was sent to Bantry Bay, for the protection of that part of Ireland; and subsequently to Jamaica, to watch the movements of the armament sent from France, to attempt the recovery of the French part of St. Domingo from the usurped government of the Blacks. Previous to her proceeding thither, Mr. Jackson witnessed the mutinous conduct of the Bantry Bay squadron, and the execution of the ringleaders at Spithead.

On his return from the West Indies, in the peace of 1802, Mr. Jackson went again to school; where he continued until Mar. 1806, and then joined the Edgar 74, flag-ship of Lord Keith, in the Downs. In this ship he served, under Captains Robert Jackson and James Macnamara, until May 1809; when he was removed into the Antelope 50, bearing the flag of Vice-Admiral John Holloway, governor of Newfoundland; by whom he was, in the course of the same year, appointed acting lieutenant of the Comet sloop, Captain Richard H. Muddle, then on that station. His first commission bears date Dec. 11th, 1810.

In the early part of 1812, Lieutenant Jackson was successively appointed to the Valiant 74, Captain Robert Dudley Oliver, and Herald 18, Captain George Jackson; in which latter ship he continued, under the command of Captain Clement Milward, until removed to the Argo 44, bearing the flag of Rear-Admiral William Brown, on the Jamaica station, in Aug. 1814. He subsequently acted for two months as commander of the Shark, receiving-ship at Port Royal; and on coming home, after being superseded, was ordered to return thither in the Warrior 74, temporary flag-ship of Rear-Admiral John E. Douglas, from whom he received no less than four acting orders, neither of which, however, was confirmed. He returned home acting commander of the Emulous 16; paid off that sloop, at Deptford, in June 1816; and has not since been employed afloat. He obtained his present rank on the 12th August, 1819.

Commander Caleb Jackson married, in 1828, Ursula, widow of Captain Andrew Dudie, H. M. 44th infantry. His eldest and only surviving brother, George Vernon Jackson,

is a commander. Three others lost their lives in the naval service, viz., Thomas Vernon, died in 1809, from a cold caught when lieutenant of the Isis;—William, purser of the Delight sloop, perished with all his shipmates, off the Isle of France, in Feb. 1824; and Charles Reynolds, midshipman of the Redwing sloop, shared a similar fate while in charge of a prize, in Nov. 1825.

CHARLES BELFIELD LOUIS, Esq.

Youngest son of the late Rear-Admiral Sir Thomas Louis, Bart., K. F. M., &c., and brother to the present Captain Sir John Louis, Bart., one of H. M. naval aides-de-camp.

This officer was educated at the Royal Naval College, made a lieutenant in Aug. 1811; and promoted to the rank of commander on the 12th Aug. 1819. He married, in 1825, Mary, eldest daughter of the Rev. P. Mallock, of Cockington Court, co. Devon.

HENRY BOTELER, Esq.

Second surviving son of the late William Boteler, Esq., F. S. A., of Eastry, co. Kent, by his second wife, Mary, daughter of Captain John Harvey, who commanded the Brunswick 74, and was mortally wounded on the glorious 1st of June, 1794.*

* See Vol. I. Part II, note at p. 613. The Botelers were resident at Eastry for many generations until in 1814, only four years previous to his demise, the above mentioned gentleman, who was the last heir male of the family, both of Heronden and Eastry, went to reside at Canterbury. Throughout his life, he was much attached to the study of antiquities, and he made considerable collections for the history of his native parish, and the neighbourhing parts of East Kent. The substance of these collections was communicated by him to Mr. Hasted, who acknowledged, in the most handsome manner, the assistance he received from him in the compilation of his "History of Kent." As a further testimony of such assistance, Mr. Hasted dedicated the ninth volume of the second edition of that work to Mr. Boteler, stating that it was to him that the public

Mr. Henry Boteler entered the navy in Oct. 1804, as midshipman on board the Agamemnon 64, commanded by his maternal uncle, Captain (now Vice-Admiral Sir John) Harvey, under whom he served in that ship and the Canada 74, principally employed on the Cadiz and West India stations, until the latter ship was paid off, at Chatham, in Jan. 1808. During his first cruise, he witnessed the capture of four Spanish merchantmen, laden with sugar, cochineal, indigo, coffee, &c., and having on board specie to a very considerable amount. In the following year, he was present at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder. *

On leaving the Canada, Mr. Boteler joined the Orion 74,

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were in a great measure indebted for whatever pleasure and information they might receive from the perusal of that part of the history. Mr. Boteler, after he went to reside at Canterbury, obtained leave of the Archbishop and Archdeacon to arrange the papers in their Registry. In this employment, which he felt was of great public utility, at the same time that it was a source of great amusement to himself, he spent much of his time, until his increasing infirmities would no longer admit of his leaving home. By his indefatigable exertions, aided by his intimate knowledge of the history of the county, the papers in the Registry are now arranged in an order, probably not to be seen in any other Court. Mr. Boteler, was a man of strict honour and integrity. As a magistrate, he was zealous and active; as a husband, father, and friend, he was affectionate and kind; his loss will long be deplored by his widow and children, and regretted by a numerous and respectable circle of acquaintance. His first wife was Sarah, youngest daughter and co-heiress of Thomas Fuller, of Statenborough, in the parish of Eastry, Esq., by whom he had three sons, two of whom died infants, the other, William Fuller Boteler, Esq., barrister-at-law, is Recorder of Canterbury, and of the towns and ports of Sandwich, New Romney, and Deal. By his second marriage, Mr. Boteler had sixteen children, of whom five died young.

In Hasted's History of Kent (folio edit. iv. 219), this branch of the family of Boteler is particularly mentioned, and their descent traced from Pincerna, probably so called from his office of Chief Butler to King John, whence his successors assumed the name of Butler, alias Boteler, sometimes spelt Botiller, &c., and in allusion to their office bore for their arms one or more covered cups, differently placed and blazoned; also a grant of arms to Richard Boteler, in 1470, temp. Edw. IV.

* See Vol. I. Part II. p. 405.

Captain Sir Archibald C. Dickson, attached to the Baltic fleet; in which ship he continued until June 1809, when he sailed from Spithead, in the Donegal 74, Captain E. P. Brenton, to rejoin his uncle, then commanding the Leviathan 74, off Cadiz. In Oct. following he witnessed the destruction, by their own crews, of two French line-of-battle ships, between Cette and Frontignan.* In Mar. 1811, he followed Captain Harvey into the Royal Sovereign, first rate, employed in the blockade of Toulon; and on that ship being ordered home, in Nov. following, he was received on board the Caledonia 120, bearing the flag of Sir Edward Pellew (afterwards Viscount Exmouth), from whom he received his first commission, bearing date Sept. 18th, 1812.

After serving for a short time as supernumerary lieutenant under the flag of Sir Edward, Mr. Boteler joined the Scout 18, Captain Alex. R. Sharpe, in which sloop he continued until Aug. 1813; and then exchanged with the first lieutenant of the Nautilus 18, Captain Thomas Dench. In Dec. same year, his health requiring change of climate, he again exchanged, into the Eclair 18, Captain John Bellamy, in which sloop he returned home, and was subsequently employed on the Irish station. His last employment afloat was, Aug. 22d, 1815, to be senior lieutenant of the Antelope 50, fitting out at Portsmouth, for the flag of his uncle, then about to assume the chief command on the Leeward Islands station, from whence he returned to England, and was put out of commission, in April 1819, at which period he had been rather more than fourteen years and a half in constant and active employment. He obtained his present rank on the 12th Aug. 1819; and is now an Inspecting Commander of the Coast Guard.

This officer married, in Dec. 1829, Henrietta, youngest daughter of the late Alan Bellingham, Esq., of Castle Bellingham, county Louth, Ireland. One of his brothers, Lieut.-Colonel Richard Boteler, R. E., served under the Duke of Wellington throughout the whole of the Peninsular war,

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* See Vol. I. Part I. p. 282 *et seq.*

during which he was wounded on three several occasions. He latterly commanded the Royal Engineers at Halifax, N. S., from whence he was returning home, passenger on board H. M. packet Calypso, when that vessel met with her untimely fate, early in 1833*. Another brother, Thomas, who was first lieutenant and assistant-surveyor in the Barracouta sloop, Comm. Vidal, during the extensive survey executed on the coasts of Africa, under Captain W. F. Owen, in the years 1822, 3, 4, 5, and 6; and who, under the auspices of his present Majesty, when Lord High Admiral, was appointed to the command of the Hecla sloop, for the purpose of examining the coasts, rivers, and harbours included between Cape Spartel and the line, as also of the islands in the Bight of Biafra, died near the Calabar river, Nov. 28th, 1829, having been carried off, together with the greater part of his officers and crew, by the malignant fever peculiar to these latitudes†. His surviving brothers are—John Harvey, a commander in the royal navy;—Edward, fellow of Sidney Sussex College, Cambridge, M. A., curate of Cliffe rectory, near Rochester;—and Robert, a first lieutenant, R. E. One of his sisters, Eliza, is married to the Rev. Charles James Burton, M. A., vicar of Lydd, co. Kent.

ROGER HALL, Esq.

Passed his examination in Jan. 1810; obtained the rank of lieutenant on the 26th Sept. 1811; served as such, under Captain Edward Brace, in the Berwick 74, on the Mediterranean station; and Impregnable 98, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers. He was promoted to the command of the Carnation sloop, at Halifax, Nov. 10th, 1819; and put out of commission, at Plymouth, in the autumn of 1821.

* A correct account of Lieut. Col. Boteler's services appeared in the "United Service Journal" for April 1834.

† Some lines to Comm. T. Boteler's memory, by Sir Thomas Elmsley Croft, Bart. were published in the above periodical, Jan. 1831.

JOHN M'DOUGALL (*b*), Esq.

A son of the late Patrick M'Dougall, Esq. of Dunolly Castle, in the county of Argyle, by Louisa, youngest daughter of John Campbell, Esq. of Ashalader, a well known classical scholar, and sister to the late Generals Sir Alexander Campbell, commander-in-chief at Madras, and Archibald Campbell, governor of Fort Augustus, North Britain. His father's family are the undisputed lineal representatives of M'Dougall, Lord of Lorn, or of Argyle, and are the admitted chiefs of that sirname.

This officer was born at Edinburgh, in 1791; and entered the navy in Dec. 1802, as midshipman on board the Cruiser sloop, Captain John Hancock. In the course of the following year, he was five times in action with the enemy, between Calais and Flushing. In 1804, he was removed to the Doris 36, Captain Patrick Campbell, which ship, after being repeatedly engaged with land batteries, and capturing two French gun-vessels, was set on fire and abandoned near the mouth of the Loire, Jan. 15th, 1805, in consequence of having struck upon a sunken rock, in the vicinity of Quiberon, and sustained so much damage as to render it impossible to save her.

After this disaster, Mr. M'Dougall joined the Hero 74, Captain the Hon. Alan Gardner, under whom he served in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805.

On the 18th Oct. 1806, Mr. M'Dougall, then belonging to l'Unité frigate, Captain P. Campbell, stationed in the Adriatic, commanded one of that ship's boats in an attack upon five vessels under a battery, near the town of Omago. Ten days afterwards, he assisted in storming a battery, and capturing several sail of merchantmen near Point Salvooy. On the 28th April 1807, he was present at the reduction of the island of St. Piedro de Niembo. On the 12th June following, he commanded a division of boats at the capture of several vessels in the river Po, and the destruction of three signal posts. On the 12th Jan. 1808, he participated in a successful attack

upon a French privateer, near Ancona. On the 24th Mar. in the same year, l'Unité's eight-oared cutter, under his command, and unassisted by any other boat, captured a privateer of 2 guns and 36 men, after a sharp engagement. On the 5th May, he was engaged in cutting out several vessels from under batteries. On the 4th June, he was second in command of the boats at the attack and capture of three Turkish ships and several coasting vessels, under Cape Palero, on which occasion the enemy made a desperate resistance, and did not yield until thirty Mahometans were slain, and several of the assailants killed and wounded. On the 12th Jan. 1809, he led to the attack of six vessels in the harbour of Vieste, where they were protected by two batteries, and secured by cables from their masts' heads to the shore; which, together with their rudders being unshipped, rendered it necessary to abandon them after they had been fairly carried. On the 23d April, he commanded in an attempt to cut off some vessels full of troops, from the island of Fano, near Corfu, under a heavy fire of musketry from the shore. On the 30th July, the boats, again under his command, sustained considerable loss in cutting out two large merchantmen from under the fort of Calanova.

In addition to the above, Mr. M'Dougall, while serving as master's-mate and acting lieutenant of l'Unité, assisted at the capture of a French national xebec and three Italian brigs, each of the latter mounting sixteen brass 32-pounder carronades, and destined to become British sloops of war*. Altogether he was eighteen times engaged with the enemy, and bore an active part in the storming of a fort and three batteries.

On l'Unité being ordered home, Mr. M'Dougall was strongly recommended by Captain Campbell to Lord Collingwood, and for his conduct as a volunteer at the capture and destruction of a French convoy in the Bay of Rosas, Nov. 1st, 1809, he was promoted by his lordship into the Ville de Paris 110, from which ship, upon the demise of that gallant chief,

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* See Suppl. Part III. p. 269.

he exchanged into l'Unité, then again on the Mediterranean station, under the command of Captain Edwin H. Chamberlayne. His first commission bears date Jan. 3d, 1810.

On the 4th July 1811, the light boats of l'Unité, under Lieutenant Joseph William Crabb, captured in Port Hercule, on the coast of Rome, the St. François de Paule, a brig of eight guns, partly laden with ship-timber, and Lieutenant M'Dougall, in the launch, successfully co-operated with his messmate in bringing her out, under showers of grape, from a battery on the beach. Towards the end of Nov. following, while in charge of a large detained Austrian ship, and on his way to Malta, Lieutenant M'Dougall fell in with three French men-of-war, when, "with a judgment and zeal which did him infinite credit," he immediately resolved upon putting back, to acquaint the senior officer in the Adriatic that he had discovered the enemy. The result was the capture of la Pomone frigate, mounting 44 guns, with a complement of 322 men, and la Persanne of 26 guns and 190 men, both ships partly laden with iron and brass ordnance for the squadron and garrison at Trieste. His conduct on this occasion was highly eulogized both by the senior officer, (Captain Murray Maxwell) and his own commander. On the 16th June 1812, he commanded the boats of a frigate squadron at the capture and destruction of three vessels and several field pieces in a small port near Cape Otranto.

On the 22d. Dec. 1813, Lieutenant M'Dougall was appointed first of the Leander 50, Captain Sir George Ralph Collier, under whose command he was several times in action with the enemy on the coast of North America. He served as third of the Superb 74, Captain Charles Ekins, and received two wounds at the memorable battle of Algiers, on which occasion he was the senior officer capable of carrying on duty at the close of that sanguinary conflict. In the spring of 1818, when his friend, Sir George Collier, was appointed commodore on the coast of Africa, he applied for him to be his first lieutenant, in the Tartar frigate; but a flag-lieutenancy being at the same time offered him by the late Rear-Admiral Donald Campbell, then just nominated commander-

in-chief at the Leeward Islands, he, in accordance with the recommendation of the former distinguished officer, closed with the latter proposal, accompanied the Rear-Admiral to the West Indies, and was, on the occasion of his demise, advanced to the rank of commander, by commission dated Feb. 9th, 1820. In the preceding year, being at the island of St. Thomas during a hurricane, he saved the crew of a Danish vessel, after several unavailing attempts had been made from the shore; for which service he received the thanks of the King of Denmark, conveyed to him through the British Admiralty.

Commander M'Dougall was appointed to the Nimrod 20, on the Lisbon station, Aug. 27th, 1833. In the beginning of 1834, the boatswain and thirteen of that ship's crew unfortunately perished by the swamping of one of her boats, whilst employed in attempting to carry an anchor and cable to the Spanish frigate Lealtad, which had been driven on shore, in a gale of wind, near Santander, from whence Commander M'Dougall returned to Plymouth on the 23d Jan., with intelligence of recent important political changes at Madrid. In June following, he accompanied the Stag frigate, having on board the Portuguese Infant, Dom Miguel, from the neighbourhood of Lisbon to Genoa.

This officer married, Aug. 22d, 1826, Sophia, only daughter of Lieut. Charles Sheldon Timins, R. N., many years commander of an East Indiaman. His elder brother was killed at the storming of Ciudad Rodrigo, in 1812. One of his younger brothers is in the army, and another in the law.

JOHN BRANFORD, Esq.

Was made lieutenant into the Swiftsure 74, Captain Edward S. Dickson, on the Mediterranean station, April 3d., 1813. At the end of the war with France, in 1814, he was serving on board the Milford 74, Captain Westby Percival (late flag-ship of Rear-Admiral, afterwards Sir Thomas F. Fremantle), employed in the Adriatic. During the usurpation of Napoleon, in 1815, he was flag-lieutenant to the latter

officer, at Jersey. His subsequent appointments were, July 23d, 1816, to the Rivoli 78, Captain (now Sir Charles) Ogle, guard-ship in Portsmouth harbour; and Aug. 26th, 1818, to resume his former office under Sir Thomas F. Fremantle, on whose demise he was promoted to the rank of commander, by commission dated Mar. 1st, 1820.

EDWARD AUGUSTUS FRANKLAND, Esq.

Second son of the late Rev. Roger Frankland, rector of Yarlington, and vicar of Dulverton, both in Somersetshire; a canon-residentiary of the cathedral church of St. Andrew, Wells, by Catherine, sister to Vice-Admiral Lord Colville.*

Mr. Edward A. Frankland was born at Yarlington, May 23d, 1794; and entered the royal navy as midshipman on board the Repulse 74, Captain the Hon. (now Sir Arthur K.) Legge, which ship he joined off the Dardanelles, in the summer of 1807. He subsequently served under Captain Edwin H. Chamberlayne, in l'Unité 38, stationed in the Adriatic; and was removed from that frigate into the Caledonia 120, bearing the flag of Sir Edward Pellew (afterwards Viscount Exmouth), commander-in-chief of the Mediterranean fleet; by whom he was successively appointed acting lieutenant of the Edinburgh 74, Captain the Hon. George H. L. Dundas; and Curaçoa 36, Captain John Tower; in which latter ship he continued (his appointment to her having been confirmed by the Admiralty, Mar. 16, 1814) until paid off in the summer of 1815. He subsequently made a tour in

* The Rev. Roger Frankland was the youngest son of Admiral Sir Thomas Frankland, Bart., M. P., proprietor of the borough of Thirsk, co. York, in which county his paternal relatives have been established ever since the Conquest. One of his ancestors, the second Baronet, became possessed of considerable property at Chiswick, co. Middlesex, and in other counties, by the gift of his maternal uncle, the Earl of Fauconberg, on his marriage to that nobleman's niece, a grand-daughter of Oliver Cromwell. Another stood high in the estimation of Queen Elizabeth, in whose reign he greatly distinguished himself at the capture of Berwick-upon-Tweed.

France and Switzerland; after which we find him serving as private secretary to his cousin, Commodore Bowles, on the South American station.

This officer has two brothers in the army and one in the navy, viz.—Frederick William, now possessing the paternal estate, Muntham, co. Sussex;—Charles Colville, a commander;—and George, surveyor-general in Van Diemen's Land;—his youngest brother, Arthur, is colonial aid-de-camp at the Mauritius. His uncle, Lieut.-Col. William Frankland, was secretary to the Duke of Portland, during his Grace's administration, and afterwards a Lord Commissioner of the Admiralty.

THOMAS GEORGE WILLS, Esq.

Was made a lieutenant in Jan. 1806; and promoted to the rank of commander, while employed in the Sussex coast blockade service, by commission dated May 27th, 1820. His last appointment was, July 6th, 1830, to be an inspecting commander in the coast guard.

GEORGE HARNAGE, Esq.

(*Formerly George Blackman.*)

This officer is the eldest son of Sir George Harnage, Bart., and grandson-in-law of the late Admiral Sir Edmund Nagle, K. C. B.

He entered the royal navy, May 1st, 1807, as midshipman on board the Penelope 36, Captain John Dick, under whom he served off Ferrol, on the Halifax station, and at the reduction of Martinique *. From Sept. 26th, 1810, on which day the Penelope was put out of commission at Plymouth, we find him in the Defiance 74, Captain Richard Raggett, on the North Sea and Baltic stations, until promoted to the rank of lieutenant, Aug. 12th, 1813. His subsequent appointments were,—Feb. 4th, 1814, to the Hamadryad frigate,

* See Vol. II. Part II. p. 559, *et seq.*

Captain Edward Chetham, fitting out for the Newfoundland station, from whence she returned in the beginning of the following year;—April 11th, 1815, to be flag-lieutenant to Rear-Admiral Sir Israel Pellew (Captain of the Mediterranean fleet), which situation he held until June 29th, 1816;—and Aug. 4th, 1818, to the Salisbury 58, Captain John Wilson, in which ship he served under the flags of Rear-Admiral Donald Campbell, and his successor, the late Sir William Charles Fahie, on the Leeward Islands station, until promoted to the command of the Raleigh sloop, at St. Kitt's, June 19th, 1820. He was subsequently employed under the orders of Rear-Admiral Sir Charles Rowley, on the Jamaica station, from whence he returned to Spithead, bringing home 320,000 dollars, Dec. 18th, 1821. The Raleigh was paid off at Chatham on Jan. 14th, 1822.

WILLIAM FINLAISON, Esq.

Was made lieutenant in April 1811; appointed to the Tartar frigate, Commodore Sir George Collier, Nov. 4th, 1819; and promoted to the command of the Morgiana sloop, on the African station, Sept. 9th, 1820. While there, he received a letter of thanks from the merchants of the English colony on the river Gambia, for the very able manner in which he brought to an amicable conclusion the differences between the native chiefs and the British interests. He is now (1834) inspecting commander of the Coast Guard at Skibbereen, in Ireland.

ALEXANDER STEVENSON PEARSON, Esq.

Obtained his first commission in Dec. 1814; served as flag-lieutenant to Rear-Admiral Plampin, during the period of that officer's command at St. Helena (1817 and following years); and was promoted to his present rank on the 3d Oct. 1820.

ROBERT GORDON, Esq.

Entered the royal navy in 1810; obtained his first commission in Sept. 1816; was appointed to the Iphigenia frigate, Sept. 6th, 1819; and acting commander of the Confiance sloop, on the Jamaica station, July 13th, 1820; which appointment was confirmed by the Admiralty, Oct. 3d following. He returned home in the Confiance, Sept. 8th, 1821; commanded the Herald, diplomatic yacht, from Nov. 20th, 1830, until paid off, Jan. 22d, 1831; and is now serving on the North American and West India station, in command of the Pearl 20.

DIGBY DENT, Esq.

Son of the late Commander Dent, R. N., who died on the 15th Nov. 1798, leaving a widow and eight children.

This officer entered the navy a short time previous to the battle of Trafalgar, on which memorable occasion he was a youngster on board the Achille 74, Captain (now Sir Richard) King, under whom he appears to have served the whole of his time as midshipman. He passed his examination, at Portsmouth, in Mar. 1811; obtained a lieutenant's commission in Feb. 1812; joined the San Josef 120, bearing the flag of his patron, about May 1813; was second of the Minden 74, Captain William Paterson, at the battle of Algiers; and subsequently flag-lieutenant to Sir Richard King, on the East India station. His promotion to the rank of commander took place Oct. 30th, 1820. He married at Jersey, in 1821, the daughter of Colonel Hawker. One of his brothers, Charles Calmady, is also a commander; another, Arthur Philip, now deceased, was a purser in the navy.

JOHN POPHAM BAKER, Esq.

This officer obtained his first commission in Oct. 1802. While serving as senior lieutenant of a line-of-battle ship,

off Toulon, in 1809, he had the misfortune, through extreme fatigue, to bring on a rupture. In 1815, he was appointed first of the Leander 60, Captain William Skipsey, fitting out at Woolwich; and, in Dec. 1818, to the Newcastle, a similar ship, fitting out for the flag of Rear-Admiral E. Griffith, commander-in-chief on the Halifax station. His advancement to the rank he now holds took place on the 29th Jan. 1821 *.

The out-pension of Greenwich Hospital was granted to Commander Baker in July 1829.

WILLIAM CHASMAN, Esq.

Was made a lieutenant in Oct. 1805; and distinguished himself as second of the Kent 74, Captain (afterwards Rear-Admiral) Thomas Rogers, at the capture of a French gun-vessel and ten sail of deeply laden coasters, in the Gulf of Genoa, Aug. 1st, 1808 †. He was promoted to his present rank, while serving as first of the Superb 78, Commodore Sir Thomas M. Hardy, on the South American station, Jan. 29th, 1821 ‡.

Commander Chasman married, in 1826, the only daughter of the late W. Ireland, Esq., H. M. dock-yard at Devonport.

JAMES GORDON (*a*), Esq.

Was made a lieutenant in Dec. 1808; and promoted to his present rank, while serving as first of the Leander 60, flag-ship of the Hon. Sir Henry Blackwood, on the East India station, Jan. 29th, 1821 §.

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* The first anniversary of the accession of King George IV. See Vol. III. Part II. note at p. 32.

† See Suppl. Part III. p. 364.

‡ See Vol. III. Part II. note at p. 32. § See *id. ib.*

THOMAS ROBERT BRIGSTOCKE, Esq.

Was wounded while serving as midshipman on board the Eurotas 38, Captain (now Sir John) Phillimore, in action with la Clorinde, French frigate, Feb. 25th, 1814*. He passed his examination in June following; obtained his first commission on the 29th Nov. in the same year; became flag-lieutenant to Admiral Sir George Campbell, at Portsmouth, Feb. 18th, 1818; and was promoted to his present rank Jan. 31st, 1821. He has since been employed as inspecting commander of the Coast Guard at Calbourne, Isle of Wight.

JOHN SAMUEL WILLES JOHNSON, Esq.

Eldest son of the Rev. Charles Johnson, Prebendary of Wells, rector of South Stoke, near Bath, and vicar of South Brent and Berrow, co. Somerset, by Miss Willes, daughter of the late Archdeacon of Wells, and grand-daughter of the late Bishop of Bath and Wells †.

This officer was born at South Stoke, July 3d, 1793; and entered the royal navy in the beginning of Feb. 1807, as midshipman on board the Vestal 28, Captain Edwards Lloyd Graham, under whom he served, for nearly two years, off Boulogne, in the North Sea, at the Azores, and on the Newfoundland station.

On the 15th Nov. 1809, the Vestal recaptured two English merchantmen—one a ship, named the Fortitude, laden with cotton and hides, from Brazil bound to Liverpool; the other a brig, laden with fish and oil, from Newfoundland to Jersey. On the 19th of the same month, being in lat. 45° 40′ N., long. 10° 36′ W., she fell in with two large frigates, two corvettes, and one brig, steering N.W., wind about east. After keeping company with them about two hours, during which

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* See Suppl. Part I. pp. 245—249.

† Commander Johnson's paternal grandfather was a London banker. His aunt is the lady of Admiral Sir Davidge Gould, G. C. B.

time several signals were exchanged between them, from which, and their endeavouring to avoid him, no doubt remained of their being an enemy's squadron, Captain Graham despatched Mr. Johnson, then in charge of the Fortitude, to Lisbon and Cadiz with the intelligence, keeping to the eastward himself, in hopes of meeting with an English force in pursuit of them. A few hours subsequent to their parting company, the Vestal captured the French privateer brig Intrepide, and Mr. Johnson, by practising a bold *ruse de guerre*, saved the Fortitude from being again taken by le Dauphin ketch, which vessel approached so near that her guns and men were distinctly seen from the deck without a glass, but soon hauled to the wind and made off, on seeing her late, but unrecognized, prize, although without a gun on board, brace up, make sail, and stand towards her. When the Dauphin first hove in sight, the Fortitude was under easy sail, in order to allow the recaptured brig, then in sight astern, to come up and keep company. Had the former been taken, the latter would, in all probability, have shared the same fate.

After delivering his despatches to the flag-officer in the Tagus, Mr. Johnson proceeded to England, and on his arrival joined, for a short time, the Port Mahon sloop, Commander Villiers F. Hatton. On the 1st Aug. 1810, we find him sailing for the coast of Norway, in the Pallas 32, to which ship Captain Graham had been appointed on paying off the Vestal. Whilst on that station, he commanded a boat at the capture of four Danish privateers and several sail of merchantmen. One of the former he conducted to Leith Roads, where he arrived the same night that the Pallas, then under the command of an acting captain, was wrecked near Dunbar, as stated in p. 69 of Suppl. Part II.

Mr. Johnson next followed Captain Graham into the Southampton 32, fitting out at Portsmouth for the West India station; and from that ship removed with him into the Alcmene 38, destined to the Adriatic, where he bore a part in several boat actions. On one of those occasions, a Franco-Venetian trabacolo, of four guns and thirty men, was captured near the island of Lessina, after a most sanguinary

conflict, in which most of the enemy's crew were killed and all the remainder wounded; whilst on the part of the British four men were slain and twenty-two officers and men wounded, one of the former and three of the latter, in the boat commanded by Mr. Johnson, then master's-mate, whose conduct was officially mentioned in terms of high commendation *.

On the 8th Dec. 1813, Captain Graham having left the Alcmene, Mr. Johnson joined the Pylades sloop, Commander James Wemyss, under whom he continued to serve until the surrender of Genoa, April 18th, 1814, when he was ordered to act as lieutenant of the Caledonia 120, flag-ship of Sir Edward Pellew, commander-in-chief on the Mediterranean station, which appointment was confirmed by the Admiralty on the 18th May following. During the operations against that fortress, he was landed with a party of seamen commanded by Lieutenant John Bewick, whose head was shot off while standing close to him, just after possession had been taken of the enemy's deserted batteries on the sea line, and their guns turned upon the city †.

In 1815 and the following year, Lieutenant Johnson served on board Lord Exmouth's flag-ships, the Boyne 98, and Queen Charlotte 108. In the former he accompanied his noble patron to Naples, Marseilles, and the Barbary States; in the latter he was present, and commanded the forecastle, at the memorable battle of Algiers ‡. On the 13th Sept. 1817, he was appointed flag-lieutenant to his lordship, then commander-in-chief at Plymouth, where he continued until promoted to his present rank, on the 6th Feb. 1821.

Commander Johnson married, May 14th, 1821, Eliza, only daughter of the late John De Windt, Esq. of the island of St. Croix, and of No. 74, Gloucester Place, London. In 1827, he published "A Journal of a Tour through parts of France, Italy, and Switzerland, in the years 1823—4." One of his sisters is married to Captain George Gosling, R. N.

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* See Suppl. Part III. p. 395.

† See Vol. II. Part I. p. 430.

‡ See Vol. I. Part I. p. 224, *et seq.*

HENRY CREASE, Esq.

We first find this officer serving as midshipman on board the Tonnant 80, Captain William Henry Jervis, stationed off Ferrol, in 1804*. His promotion to the rank of lieutenant took place on the 31st Jan. 1806. From this period we lose sight of him until the summer of 1813, when he was appointed to the Menelaus frigate, Captain Sir Peter Parker. On the 14th Feb. 1814, he assisted at the recapture, near l'Orient, of a richly laden Spanish ship, the San-Juan-de-Baptista, mounting twenty guns, and having on board 600,000 dollars in specie.

In August 1814, the Menelaus, then under the orders of Vice-Admiral Sir Alexander Cochrane, was sent up the Chesapeake, above Baltimore, to create a diversion in favour of the expedition against Washington. After having frequently dislodged small bodies of American regulars and militia, by landing parties of seamen and marines, Sir Peter Parker was at length drawn into an attack upon a force which proved to be greatly his superior in numbers, and accompanied by artillery. The result is thus stated in an official letter from Lieutenant Crease to the commander-in-chief, dated off Poole's Island, Sept. 1st, 1814:—

"Sir,—With grief the deepest it becomes my duty to communicate the death of Sir Peter Parker, Bart. late commander of H. M. S. Menelaus, and the occurrences attending an attack on the enemy's troops on the night of the 30th ultimo, encamped at Bellair. The previous and accompanying letters of Sir Peter Parker will, I presume, fully point out the respect the enemy on all occasions evince at the approach of our arms, retreating at every attack, though possessing a superiority of numbers of five to one: an intelligent black man gave us information of two hundred militia being encamped behind a wood, distant half a mile from the beach, and described their situation, so as to give us the strongest hopes of cutting off and securing the largest part as our prisoners, destroying the camp, field-pieces, &c. and possessing also certain information that one man out of every five had been levied as a requisition on the eastern shore, for the purpose of being sent over for the protection of Baltimore, and who are now only prevented crossing the bay by the activity and vigilance

* See Vol. III. Part I. p. 274.

of the tender and ships' boats. One hundred and four bayonets, with twenty pikes, were landed at eleven o'clock at night, under the immediate direction of Sir Peter Parker, the first division headed by myself, and the second division by Lieutenant Robert Pearce. On arriving at the ground we discovered the enemy had shifted his position, as we were then informed, to the distance of a mile farther. Having taken the look-out picket immediately on our landing, we were in assurance our motions had not been discovered, and with the deepest silence followed on for the camp. After a march of between four or five miles in the country, we found the enemy posted on a plain, surrounded by woods, with the camp in their rear; they were drawn up in line, and perfectly ready to receive us; a single moment was not to be lost; by a smart fire, and instant charge, we commenced the attack, forced them from their position, putting them before us, in full retreat to the rear of their artillery, where they again made a stand, shewing a disposition to outflank us on the right; a movement was instantly made by Lieutenant Pearce's division to force them from that quarter; and it was at this time, while animating his men in the most heroic manner, that Sir Peter Parker received his mortal wound, which obliged him to quit the field, and he expired in a few minutes. Lieutenant Pearce, with his division, soon routed the enemy, while that under my command gained and passed the camp. One of the field-pieces was momentarily in our possession, but we were obliged to quit it from superior numbers.

"The marines, under Lieutenants Benyon and Poe, formed our centre, and never was bravery more conspicuous. Finding it impossible to close on the enemy from the rapidity of their retreat, having pursued them upwards of a mile, I deemed it prudent to retire towards the beach, which was effected in the best possible order, taking with us from the field twenty-five of our wounded, the whole we could find, the enemy not even attempting to regain the ground they had lost; from three prisoners (cavalry) taken by us, we learnt their force amounted to five hundred militia, a troop of horse, and five pieces of artillery; and since, by flags of truce, I am led to believe their number much greater.

"Repelling a force of such magnitude with so small a body as we opposed to them, will, I trust, speak for itself; and although our loss has been severe, I hope the lustre acquired to our arms will compensate for it. Permit me, Sir, to offer to your notice the conduct of Mr. James Stopford Hore, master's-mate of this ship, who on this, as well as on other trying occasions, evinced the greatest zeal and gallantry. In justice to Sub-Lieutenant Johnson, commanding the Jane tender, I must beg to notice the handsome manner in which he has at all times volunteered his services. Herewith I beg leave to enclose a list of the killed, wounded, and missing, in this affair*. I have the honour to be, &c.

(Signed) "Henry Crease, Senior Lieutenant."

* Total—14 killed and missing; 27 wounded.

In Sept. 1817, Lieutenant Crease was appointed first of the Impregnable 108, bearing the flag of Viscount Exmouth, commander-in-chief at Plymouth, where he continued until promoted to his present rank, Feb. 12th, 1821.

JOHN RALPH BLOIS, Esq.

Second son of Sir Charles Blois, Bart., by Clara, daughter of Jocelyn Price, Esq. of Camblesworth, co. York.

This officer served as midshipman under Captain William Mounsey, in the Furieuse frigate, on the Mediterranean station; obtained the rank of lieutenant in March 1815; was appointed to the Euryalus frigate, Captain Thomas Huskisson, fitting out for the Leeward Islands station, July 7th, 1818; and promoted to the command of the Bann sloop, at Jamaica, Mar. 6th, 1821. He has since been employed as an Inspecting Commander of the Coast Guard. He married, Feb. 15th, 1827, Eliza Knox, eldest daughter of the Rev. John Barrett, rector of Inniskeel, co. Donegal, Ireland.

ROBERT ANDOE, Esq.

Obtained his first commission in Jan. 1801; and was appointed senior lieutenant of the Royal Naval College, near Portsmouth, April 26th, 1816. He subsequently held the appointment of Secretary to the Royal Naval Asylum, at Greenwich, where he continued until the incorporation of that establishment with the Royal Hospital, in April 1821. His commission as commander bears date May 30th following.

DAVID PEAT, Esq.

Was born near Kirkaldy, in Scotland, June 21st, 1795; and entered the navy under the patronage of the present Admiral Sir Philip C. H. Durham, as midshipman on board the Archer gun-brig, in 1810. After bearing a part in an

affair with some Danish gun-boats, he joined the Mosquito sloop, stationed off Flushing, in which vessel he was repeatedly engaged with the enemy's batteries. He subsequently served in the Dunira, Ajax, and Ganymede, (the latter ship commanded by Captain William M'Culloch,) and was the first officer ever sent on the service now known by the name of the coast blockade. Whilst thus employed, he had several desperate encounters with the Deal smugglers, and received as many letters of approbation from the Admiralty and his various superiors. In consequence thereof, he was made a lieutenant on the 24th Nov. 1817.

In the summer of the following year, Mr. Peat again joined Captain M'Culloch, then commanding the Severn 50, and was stationed by him at Dungeness, where, amongst other affairs with illicit traders, in which lives were lost, he was once attacked singly, in open day, by three desperadoes, against whom he successfully defended himself, killing one on the spot, and, although possessed of no other weapon than his regulation sword, compelling the others to scamper.

An attack of ague having compelled Lieutenant Peat to leave the Dungeness station, he was next employed at Folkstone, in the neighbourhood of which place he on one occasion received two pistol balls through his thigh. On the morning of the 9th June 1821, being then on the cliffs to the eastward, with only three men, he was attacked by a numerous gang of lawless ruffians, no less than sixty of whom were armed. In this extremely unequal conflict he received two musket balls, six pistol balls, and ten slugs; one of his small party, a quarter-master, was shot through in five places, and fell dead at his side; the two other men were also brought to the ground, one having received a ball in the groin, and one being shot in the knee. For his conduct and sufferings, Lieutenant Peat was immediately promoted to the rank of commander; and, in the following year, granted a pension.

THOMAS BLAKISTON, Esq.

Fourth son of the late Sir Matthew Blakiston, Bart., (whose father was Lord Mayor of London in 1760) by Anne, daughter of John Rochford, Esq. of Clogbreanan, co. Carlow, Ireland.

This officer served as midshipman on board the Magnificent 74, Captain William Henry Jervis, and was wrecked in that ship, on a sunken rock near Brest, Mar. 25th, 1804*. He passed his examination in the beginning of Jan. 1810; obtained his first commission on the 11th of the same month; and subsequently served under Sir John Gore, in the Tonnant 80, principally employed off Brest, l'Orient, and Rochfort; Revenge 74, on the Mediterranean station; and, for upwards of three years, as his flag-lieutenant in the river Medway. He obtained the rank of commander on the 2d July 1821; and married, Aug. 7th, 1827, Harriet, fourth daughter of Lieutenant-Col. Harvey, of Thorpe.

WILLIAM MINCHIN, Esq.

Brother to Mr. T. A. Minchin, Solicitor at Portsea, was made a lieutenant in Dec. 1796; and wounded on board the Monarch 74, Captain James Robert Mosse, at the battle of Copenhagen, April 2d, 1801†. His commission as commander bears date July 19th, 1821.

WILLIAM PRICE, Esq.

Obtained the rank of lieutenant in Jan. 1799; and was afterwards principally employed in the command of various cutters, gun-brigs, and revenue cruisers. On the 24th April 1805, being then in the Archer, and attached to the squadron off Boulogne, under Captain Robert Honyman, he witnessed the

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* See Vol. III. Part I. p. 274.

† See Vol. I. Part I. note at p. 365, *et seq.*

surrender of seven Gallo-Batavian schuyts, forming part of Napoleon's invading flotilla, altogether mounting eight long 24-pounders, one 12, nine sixes, and one brass howitzer, having on board 174 officers and men. On the following morning, off Cape Grisnez, the Archer captured two gun-vessels, each mounting one long 24, and two 12-pounders.

Whilst in command of the Harpy revenue cruiser, since the peace, Lieutenant Price made several valuable seizures. He obtained the rank of commander July 19th, 1821.

GEORGE CHEYNE, Esq.

Passed for lieutenant in Nov. 1810; obtained his first commission on the 25th May 1813; was appointed to the Woodlark sloop, Captain Robert Balfour, Dec. 21st, 1813; and obtained the highest commendations of Rear-Admiral (afterwards Sir Charles V.) Penrose, for his intrepidity in crossing the bar of the Adour, Feb. 24th, 1814*. He subsequently served under that officer's flag, in the Queen and Albion 74's, on the Mediterranean station. His promotion to the rank of commander took place on the 12th Aug. 1819.

WILLIAM HENRY HIGGS, Esq.

Commenced his naval career on the 1st Jan. 1796, as volunteer on board the Daphne hired armed lugger, of 18 guns, commanded by Lieutenant Robert Pearson, and employed in keeping up a communication with the French royalists on the coast of Normandy. From Sept. 1st following until April 6th, 1797, he served on board the Bravo 16, Captain D'Auvergne, Prince of Bouillon, commanding the Jersey flotilla. At the latter date he joined the Monarch 74, Captain John Elphinstone, attached to the Channel fleet; and on the 11th July 1797, followed that officer into the Queen

* See Supp. Part II. p. 282.

Charlotte first rate, bearing the flag of Lord Keith, in which ship he continued until June 4th, 1798. He subsequently served, for nearly two years and a half, under Captain (now Vice-Admiral) Ross Donnelly, in the Maidstone frigate, principally employed on the West India and North American stations. During this period, he suffered most severe sickness, having had three attacks of yellow fever, and but for the extreme, we may say almost parental, kindness of Captain Donnelly, he could scarcely have survived. In Oct. 1800, we find him proceeding in the Chichester store-ship, Captain John Stephens, and afterwards in the Salamine brig, Captain (now Rear-Admiral) Thomas Briggs, to rejoin Lord Keith, then in the Foudroyant 80, Captain Philip Beaver, on the Mediterranean station. During the Egyptian campaign, he was removed into the Peterel sloop, in which vessel he served, as master's mate, under Captains Charles Inglis, and John Lamborn, till Mar. 12th, 1802.

On the 7th Dec. 1801, Captain Beaver, then commanding the Determiné 24, at Malta, wrote to the sister of Mr. Higgs as follows :—

"Madam,—Although it be some time since I left Lord Keith's ship, yet he was fortunately in this port when I received your letter concerning your brother William.

"Captain Aylmer, just appointed to the command of the Peterel, was also here, going to join his ship. Lord Keith readily promised to take care of your brother on his joining the Foudroyant, to which ship I begged Captain Aylmer would send him without delay; so that I trust his promotion is not far distant. Whatever little interest I may have, will ever be readily employed in the service of merit, and I know no one who possesses more than your brother William. I have the honor to be, Madam, with very great respect, your obedient and humble servant,

(Signed) "P. Beaver."

"*To Miss Higgs, Dawlish, Devon.*"

Unfortunately for Mr. Higgs, the Peterel was ordered home before he had an opportunity of rejoining the Foudroyant, into which ship, or some other belonging to the Mediterranean station, he then had every prospect of being almost immediately promoted. All his hopes of early advancement thus destroyed, he afterwards passed a few weeks as super-

numerary on board the Cambridge 80, flag-ship of the commander-in-chief at Plymouth; and subsequently served for nine months, as Admiralty midshipman of the Hunter sloop, under Captains George Jones and Samuel H. Inglefield, on the West India and Channel stations. In Mar. 1803, he joined the Conqueror 74, Captain (afterwards Sir Thomas) Louis, then fitting out with the greatest expedition in Hamoaze: and May 27th following, the Monarch 74, bearing the flag of Lord Keith, on the North Sea station. His promotion to the rank of lieutenant took place in May 1804, on which occasion he was appointed to the Sulphur bomb, Captain Donald M'Leod, employed off Boulogne, where he witnessed an attempt to destroy the enemy's flotilla, by means of "catamarans," Oct. 2d following *. His subsequent appointments were,—on the 28th of the latter month, to the Cygnet sloop, then commanded by Captain M'Leod, but afterwards by Captain Robert Bell Campbell, with whom he again went to the West Indies;—Aug. 6th, 1806, at the particular request of Captain Campbell, to be first lieutenant of the Alligator 26, in which ship he returned home from that station;—May 9th, 1807, to the Barfleur 98, Captain Sir Joseph S. Yorke, employed in Channel service; and, June 8th, 1807, to l'Espoir sloop, Captain Henry Hope, fitting out for the Mediterranean; to which quarter he proceeded with the following recommendation from Lord Keith to Rear-Admiral Sir Thomas Louis:—

"*June* 21*st*, 1807.

"Dear Louis,—Now that I am a gentleman at large, I must endeavour to push my followers among my old friends. Mr. Higgs, of l'Espoir, may deliver you this. He is a good young man, and was with me in the Queen Charlotte, Foudroyant, and Monarch. If you can shew him any civility, it will very much oblige your faithful and obedient humble servant, (Signed) "KEITH."

Unluckily, the distinguished officer to whom Lieutenant Higgs was thus strongly recommended, had died previous to

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* See Suppl. Part 1. p. 45, *et seq.*

the date of Lord Keith's letter *. On a former occasion, he had met with a similar disappointment, as will be seen by the following letter, intended for Sir Andrew Mitchell, K. B. commander-in-chief at Halifax, but which he never had an opportunity of presenting:—

"*London, Oct. 12th*, 1802.

"Dear Mitchell,—This will be presented to you by a very fine young man, who unfortunately left me when my flag was struck, and went to the West Indies, by which he lost promotion. If you can give him a lift, it will be a very great favor conferred on, my dear friend, your faithful humble servant, (Signed) "KEITH."

"P. S.—Higgs is my young friend's name."

On the 26th April, 1808, Mr. Higgs was ordered by Lord Collingwood to act as commander of l'Espoir. "During the time I commanded that sloop," says Captain Hope, "he served as my senior lieutenant, and, upon every occasion, conducted himself very much to my satisfaction, as an officer deserving of promotion." In the following year, being then under the command of Captain Robert Mitford, he assisted at the capture of the islands of Ischia and Procida; and in April 1810, at the capture and destruction of several Neapolitan vessels on the coast of Italy †. In 1812, l'Espoir formed part of a light squadron employed in the Archipelago, for the purpose of conciliating, as far as possible, the good understanding then subsisting between England and the Sublime Porte, and of affording protection to our commercial relations in that quarter. From April 14th, 1813, until July 7th following, she was again commanded, *pro tempore*, by Lieutenant Higgs. On the 8th Aug. in the same year, then under the command of the late Hon. Sir Robert C. Spencer, she assisted at the attack of Cassis, near Toulon, on which occasion five land batteries, three heavy gun-boats, and twenty-five French merchant vessels, were captured and destroyed ‡.

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* See Suppl. Part I. note * at p. 118.

† See Suppl. Part III. p. 123.

‡ See Suppl. Part I. p. 353, *et seq.*

On the 16th Oct. 1813, the Countess Spencer thus wrote to the mother of Lieutenant Higgs:—

"Madam,—It is true that Captain Spencer has informed us of his intention of remaining on the Mediterranean station for some time longer. Consequently, we shall not see him yet awhile, I am sorry to say. But, although my son may remain absent, it does not follow that your's should, for Captain Spencer tells us that, if l'Espoir should be ordered home, as she probably will, he hopes to be appointed to another vessel in the Mediterranean, thereby giving us to understand that, though l'Espoir may anchor any day at the Mother Bank, yet that it certainly will be commanded by some one besides him. That it may be commanded by your son, Madam, I heartily hope, although, by so hoping, I indulge a wish contrary to my son's interest and advantage, since in the loss of Mr. Higgs' advice and assistance he will experience a very considerable one, the abilities of his first lieutenant having been dwelt on by him with great praise, when writing to us about his ship's company. I am, Madam, with sincerity, &c.

(Signed) "Lavinia Spencer."

On the 10th Dec. 1813, Captain Spencer, then at Portsmouth, and still commanding l'Espoir, officially certified that Lieutenant Higgs had invariably "conducted himself as an *able, zealous, and good officer*, and much to his satisfaction." At a subsequent period he invited him to become his first lieutenant in the Ganymede 26, but which offer was not accepted.

On the 25th July, 1814, the subject of this sketch was appointed to the Glasgow 50, Captain the Hon. Henry Duncan, in which fine frigate he served as first lieutenant until paid off at Chatham, Sept. 1st, 1815. His next appointment was, June 27th, 1818, to the Liffey 50, commanded by the same excellent officer, with whom he had been a messmate in the Maidstone, and whose favourable notice he had particularly attracted whilst serving in l'Espoir. On visiting the Liffey, in the autumn of 1819, his late Majesty, then Prince Regent, paid Captain Duncan and his officers the flattering compliment of saying that he did so "because he had never seen a ship that pleased him so much before*:" and on the same

* See Vol. II. Part II. p. 1000..

occasion, H. R. H.'s private secretary, the Right Hon. Sir Benjamin (now Lord) Bloomfield, was pleased to say to the Liffey's first lieutenant, "I have been on board many of H. M. ships, Sir, but never saw so perfect a man-of-war." In consequence of this royal visit, Mr. Higgs was promoted to his present rank on the 11th Oct. 1819; the twenty-second anniversary of the memorable battle of Camperdown. In a letter subsequently written by Captain Duncan, he says:— "*To every good quality an officer can possess, Commander Higgs adds a mildness of manner to the men beyond what I ever met with.*" We should here state, that his appointments to the Cygnet, Alligator, Espoir, Glasgow, and Liffey, were specially requested by Captains M'Leod, Campbell, Hope, and Duncan; and that Sir Joseph S. Yorke was likewise desirous to have him again under his command. On the 15th Jan. 1830, he received the following communication from Viscount Melville's son and private secretary:—

"Dear Sir,—I delivered your letter to Lord Melville, but he has no recollection of having received the former one. He desires me to say, that your case and claims are well known to him, but he is sorry that his answer to your letter at present can only be an assurance of his willingness to serve you with as little loss of time as possible, and he will be most happy, whenever he has it in his power, to give you an appointment. I am, Dear Sir, your faithful and obedient servant,

"(Signed) R. S. Dundas."

On the 11th June 1831, Commander Higgs was appointed to the Revenge 78, Captain James Hillyar, C. B.; but for reasons with which we are unacquainted, he was superseded at his own request on the 20th of the same month.

GEORGE CHARLES BLAKE, Esq.

Obtained his first commission in April 1806; and was promoted to his present rank, from the Royal George yacht, Oct. 11th, 1819. He had previously served as senior lieutenant of the Rivoli 74, Captains Graham E. Hamond and Edward S. Dickson, on the Mediterranean station; Pique

frigate, Captain the Hon. Anthony Maitland; Vengeur 74, Captain Thomas Alexander, guard-ship at Portsmouth; and Queen Charlotte 108, flag-ship of Admiral Sir George Campbell, commander-in-chief on that station. He has since commanded the Pearl 20, employed on the coast of Ireland.

MARK ROBINSON LUCAS, Esq.

Was made a lieutenant on the 28th Mar. 1799; and afterwards principally employed in the command of small vessels. On the 24th May 1808, being then off the island of Bornholm, in the Swan hired cutter, mounting ten 12-pounder carronades, he addressed the following to Vice-Admiral Sir James Saumarez:—

"To-day, at noon, I observed a cutter-rigged vessel standing out from the land towards me. I hove to, and hoisted a Danish jack for a pilot, which decoyed her so far from the shore that I was enabled to come up with her before she could reach the land. At two o'clock I gave chase, and at four had the satisfaction of getting within gun-shot of her. She then commenced her fire, immediately on which the battery on the shore opened, we being only about a mile from the beach. The enemy, attempting to get a long gun in her stern to bear upon me, she was caught in the wind, which enabled me to get within musket-shot, and, after an action of twenty minutes, she blew up and sunk. The state of the weather, being nearly calm under the land, the fire of the battery, and several boats coming from the shore, I was under the necessity of quitting the wreck without saving the life of any one of her crew. The Danish cutter appeared to be a vessel of about 120 tons, mounting eight or ten guns, and apparently full of men. I am happy to add, not a man under my command was hurt, nor did the Swan receive the least damage."

In 1809, Lieutenant Lucas was removed from the Swan to the Censor gun-brig. On the 25th July 1810, his boats cut out from the harbour of Stralsund, a French privateer pierced for four guns, with a crew of forty men, three of whom only were on board. On the 11th Nov. 1811, he captured the French lugger Heureuse Etoile, of four guns and twelve men, on the Baltic station. In Sept. 1815, he was appointed to

the Surly cutter; and in 1816, to the Mermaid revenue cruiser. He obtained the rank of commander, July 19th, 1831; and died at Harwich in 1834.

HENRY SMITH WILSON, Esq.

Obtained his first commission on the 9th Sept. 1799; served as senior lieutenant of the Unicorn frigate, Captain Lucius Hardyman; and commanded the boats of that ship at the capture of the French cutter privateer Tape-a-bord, of four guns and forty-six men, near the island of St. Domingo, May 6th, 1805. He subsequently commanded the Bahama prison ship and Surly cutter. His promotion to the rank of commander took place on the 19th July 1821.

SIMON HOPKINSON, Esq.

Was made a lieutenant July 18th, 1801; and commander July 19th, 1821.

JOHN LITTLE, Esq.

Agent for His Majesty's Post Office Steam Packets at Port Patrick.

Son of the late Mr. Samuel Little, an American loyalist, and a master in the royal navy.

This officer was born at Halifax, Nova Scotia; and first went to sea with his father, in a merchant vessel belonging to that port, in 1791. Early in the following year, he was wrecked on one of the Seal Islands, eight leagues from the west point of Nova Scotia, where he remained, with his parent and thirteen other persons, for fourteen days, with nothing to subsist on but a cat and a dog which fortunately happened to be washed on shore.

In 1793, Mr. John Little embarked on board the colonial brig Earl Moira, tender to the governor of Nova Scotia, commanded by Lieutenant Minchin, and principally employed in cruising against American smugglers. In 1795, he entered

the royal navy as midshipman on board the Prevoyante frigate, Captain (now Sir John Poo) Beresford, under whom, and his successors, Captains Charles Wemyss and J. Seater, he continued, on the Halifax, Channel, and Downs stations, until paid off in 1800. During this period he witnessed the capture of several privateers and many merchantmen, the cutting out of la Desirée French frigate from Dunkirk roads*, (on which occasion he was employed in a boat sent to pick up the crews of the fire-vessels, which had been prepared for the destruction of the enemy's squadron), and the detention of the Danish frigate Freya and convoy near Ostend †.

On the Prevoyante being put out of commission, Mr. Little joined the Leyden 64, Captain (afterwards Vice-Admiral) Bedford, employed in the blockade of Goree Island, coast of Holland, from which officer he received the following handsome testimonial:

"These are to certify whom it may concern, that Mr. John Little served as master's mate of H. M. ship Leyden, under my command, from the 26th September, 1800, to the 15th August, 1801, when I gave him the command of one of the boats to be employed against the Boulogne flotilla, in which he was wounded, and all the crew (fifteen in number) either killed or wounded (except three), and yet he succeeded in making good his retreat; and on my representation of his gallant and judicious conduct on that and other occasions, he was promoted to the rank of lieutenant, and at my particular request appointed lieutenant of the Leyden, in which capacity he conducted himself on all occasions as an able seaman and good officer.

(Signed) "William Bedford."

On the particular occasion alluded to by Captain Bedford, this officer served under the immediate orders of the heroic Nelson, and succeeded in boarding and carrying a French gun-brig; but in consequence of her being secured by a chain to the shore, and the very severe fire of grape and musquetry kept up by the batteries and troops, he was obliged reluc-

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* See Vol. II. Part I. p. 290, *et seq.*

† See Vol. I. Part II. p. 830.

tantly to abandon her. The general result of the affair was thus officially stated by Lord Nelson, August 16th, 1801 :—

" Having judged it proper to attempt bringing off the enemy's flotilla, moored in the front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of Captains (Philip) Somerville, (Isaac) Cotgrave, (Robert) Jones, and (Edward Thornbrough) Parker; and a division of howitzer boats under Captain John Conn. The boats put off from the Medusa* at half-past eleven o'clock last night in the best possible order, and before one o'clock this morning the firing began, and I had, from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success; but the darkness of the night, with the tide and half-tide, separated the divisions, and from all not arriving at the same happy moment with Captain Parker, is to be attributed the failure of success; but I beg to be perfectly understood, that not the smallest blame attaches itself to any person; for although the divisions did not arrive together, yet each (except the fourth, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables; but many of them being aground, the moment of the battle ceasing on board them, the vessels were filled with vollies upon vollies of musketry, the enemy being perfectly regardless of their own men, who must have suffered equally with us, it was therefore impossible to remain on board, even to burn them; but allow me to say, who have seen much service this war, that more determined persevering courage I never witnessed, and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having to congratulate their Lordships; but although in value the loss of such gallant and good men is incalculable, yet, in point of numbers, it has fallen short of my expectations†. * * * * From the nature of the attack only a few prisoners were made; a lieutenant, eight seamen, and eight soldiers, are all they brought off."

Mr. Little's commission as lieutenant bears date Aug. 18th, 1801. He afterwards served for a short time, during the suspension of hostilities, on board the Zealand 64, Captain William Mitchell, stationed as a guard-ship at the Nore; and subsequently commanded a Nova Scotia merchantman. On the 26th June, 1803, being then a homeward bound pas-

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* Nelson's flag-ship.

† Total, 4 officers and 40 men killed; 14 officers and 114 men wounded.

senger on board the Lady Hobart packet, Captain W. Dorset Fellowes, he volunteered to take charge, as prize master, of a French schooner, laden with salt fish, which vessel he conducted to England, she having happily escaped the fate of her captor, by steering a different course during the night of the 27th *; on this occasion, he lost the greater part of his property, having taken but a few articles with him when he left the packet.

On his return home, Lieutenant Little was appointed to the Vulture sloop, Commander — Green, stationed off Boulogne, where he bore a part in many skirmishes with the enemy's batteries and flotilla. In May 1805, we find him removed to l'Athenienne 64, Captain (now Vice-Admiral) John Giffard, which ship was sent out with stores for the fleet at Gibraltar, after Nelson's last glorious victory. She subsequently formed part of the squadron under Sir W. Sidney Smith, employed in the defence of Gaieta, at the capture of the island of Capri, and in making frequent descents on the coast of Calabria. When quitting l'Athenienne, Sept. 20th, 1806, in order to assume the command of the Zealous 74, Captain Giffard certified that Lieutenant Little had always "conducted himself very much to his satisfaction, and shewed himself an attentive, zealous, deserving officer."

On the 20th Oct. 1806, l'Athenienne, then commanded by Captain R. Raynsford, was wrecked on the Esquerques, or Skerki, a reef of rocks in the Mediterranean sea, the existence of which had long been doubted by some, and as positively asserted by other experienced officers, but which must have been accurately laid down in the charts of that day, as Captain Raynsford observed, one moment before the ship struck, "If the Esquerques do exist, we should now be upon them †." The following account of this most melancholy disaster was written by one of l'Athenienne's officers.

"H. M. ship Athenienne, having 470 officers, men, and passengers on board, sailed from Gibraltar on the 16th Oct., with a fair wind, and

* See Vol. II. Part II, p. 954, *et seq.*

† See *Brenton's Nav. Hist.* Vol. IV. p. 56.

arrived off Sardinia on the 20th, from whence she proceeded towards Malta, but unfortunately, at 9-30 P. M., when going nine knots, she struck on the Esquerques. It immediately became necessary to lighten the ship, to prevent her from falling over on her broadside, and the masts were cut away for that purpose; but in less than half an hour after, from the violent concussion, she filled up to the lower-deck-ports, and fell over to port on her beam-ends. Captain Raynsford, who, from the first, foresaw the total loss of the ship, ordered the boats to be hoisted out, with an idea that they would be useful in towing a raft that was constructing to leeward, and which might have been the means of saving a great many from destruction; but so soon as the two quarter boats were lowered, and clear of the ship, the men (for there were no officers in them) bore up, and were no more seen by their unhappy shipmates who staid by the wreck. The cutter and barge, in hoisting out, were stove and swamped, and thirty men, unable to regain the ship, perished. By the fall of the masts several people were killed, and others desperately wounded;—two midshipmen were killed by the spanker-boom crushing them between it and the side. The termination of the sufferings of all appeared fast approaching; and the launch, being the only boat that was not either stove or swamped, was filled with men on the booms, and, without having the means of mechanical power, or the necessity of using it (the sea having at this time covered the whole wreck, with the exception of the poop), she floated off the booms, to the great joy of every one, and escaped the many dangers she had to encounter with the floating pieces of the ship and masts. She afterwards came under the stern, where many, in attempting to swim to her, shared the untimely fate of those who had preceded them. At this time, 11-30 P. M., there being but little hope of the ship holding together till the morning, I urged Captain Raynsford to save himself by swimming to the launch, but in vain—he declaring to me that he was perfectly resigned to his fate, and determined not to quit his post whilst a man remained; but at the same time advising me to do that which I had recommended to him. I accordingly, at the moment the launch (full of people) was bearing up before the wind, leapt into the sea, and succeeded in gaining the boat, and providentially escaped the unhappy catastrophe of the remaining officers and crew, 347 in number, who, I lament to say, most probably perished that night, as the wind continued to increase after she first struck, and the next day it blew stronger. Early on the following morning, we fell in with a Danish brig, and put two officers and some seamen into her, to beat to windward, to endeavour to save as many of the people as might be still clinging to the wreck—but without effect. We afterwards continued our course to Maretimo, and arrived there on the 21st. The next day we started for Trapani, in Sicily; where, finding a small vessel bound to Malta, we embarked, and arrived at Valetta on the 25th, after encountering all the horrors of a shipwreck, as dreadful, perhaps, in its consequences, as was ever experienced."

The launch had neither sail, bread, nor water, on board. There was a compass; and for sails the officers displayed their shirts, and the seamen their frocks. One of the officers put on board the Danish brig was Lieutenant Little, whose attempt to save more of his shipmates was unhappily frustrated by violent and adverse winds.

In Jan. 1807, Lieutenant Little was appointed first of the Revenge 74, Captain Sir John Gore, under whom he served "as an able, zealous, and meritorious officer," until Aug. 1808 *. His next appointment was, in the course of the latter month, to the command of the Firm gun-brig, on the Guernsey station, where, under the orders of Commodore D'Auvergne, the nominal Duke de Bouillon, he appears to have been for some time employed in affording succour to persons secretly communicating with the partisans of the house of Bourbon. In Jan. 1809, he captured and destroyed three French vessels, on the coast of Normandy. On the 20th April 1810, the boats of the Firm, in concert with those of the Surly cutter †, and Sharpshooter gun-brig, boarded and brought off from the mouth of Piron, where she had ran on shore, l'Alcide privateer, under a heavy fire of musquetry from upwards of 400 troops. In the performance of this service, which was very creditably performed under the direction of Sub-Lieutenant Hodgkin, of the Firm, that vessel had her second master killed, and boatswain's mate wounded.

In July 1810, Lieutenant Little saved the life of a marine by jumping overboard in St. Hillier's bay, Jersey. On the 12th Mar. 1811, he witnessed the capture of H. M. sloop Challenger, by a French frigate and an armed store-ship near Morlaix; but succeeded in effecting his own escape from the same enemy by beating to windward within a sunken reef. On the 28th of June following, being off Granville, in company with the Fylla 22, he attacked two praam brigs which had come out to drive away the boats employed in reconnoitring, and were unable to regain their port; but owing

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* See Suppl. Part II. p. 482.

† Lieutenant Richard Welch, senior officer.

to their being so flat and drawing very little water, he could not bring the Firm near enough to engage them with effect. On the following night, in wearing round to come out of Cancalle Bay, after discovering that the enemy had run ashore, the Firm took the ground at the top of high water; and all efforts to save her being ineffectual, she was set fire to and destroyed, in the presence of some hundreds of Frenchmen, who had assembled with field-pieces to prevent it. Lieutenant Little, with his officers and crew, not one of whom was hurt, were taken to Jersey in the Fylla; and a court-martial subsequently assembled to inquire into the circumstances attending the loss of the Firm, signified their approbation of what had been done, by a full and honorable acquittal.

In Dec. 1811, Lieutenant Little was appointed to the command of the Charles hired armed schooner, employed on the Downs station, where he retook two merchant vessels, and witnessed the capture of two French privateers. In Dec. 1813, we find him attached to the fleet under Admiral Young, anchored off Walcheren; and in the ensuing spring carrying over to France part of the suite of Louis XVIII. On his return from the latter service, he was appointed to the Whiting schooner, sent with despatches to America, and there actively employed under the orders of Rear-Admiral (now Sir George) Cockburn, until the termination of hostilities in 1815. During Napoleon's 100 days' war, he carried despatches to various places; and, after the battle of Waterloo, having removed into the Telegraph schooner, received the thanks of his commander-in-chief for his successful exertions in raising men, at Bristol, for the fleet going against Algiers. On paying off the Whiting, he was presented with a service of plate by her officers and crew. On the morning of Jan. 20th, 1817, the Telegraph was wrecked under the Eastern Hoe, Plymouth, in the same violent gale of wind which proved fatal to the Jasper sloop and Princess Mary packet*. On the 28th, Lieutenant Little, and his officers

* See Vol. IV. Part I. p. 208, *et seq.*

and crew, were tried by court-martial, and all fully acquitted. In the course of the evidence it appeared, that the schooner was anchored in clear ground, and partly sheltered by the Breakwater; that when she struck, the staysail was hoisted, which laid her broadside to the rocks: and by good management on the part of Lieutenant Little, the crew were all saved except one man, William Kells, who was crushed to death by the side of the vessel in getting on shore; and that Lieutenant Little did not quit his post till he had seen every officer, man, and woman out of her. The Court having considered all the circumstances, pronounced that the loss of the Telegraph was occasioned by the violence of the gale, and the insufficiency in the length of the cables, and weight of some of her anchors; that no blame whatever was attributable to Lieutenant Little, his officers and crew, for their conduct on this occasion; but, on the contrary, that great praise was due to Lieutenant Little, for his coolness and judgment in the management of the vessel, by which the lives of the crew were saved.

That Lieutenant Little's conduct on this occasion was highly approved by the Admiralty, is evident from his having been immediately afterwards appointed to the command of the Pigmy schooner, and subsequently to the Hind revenue cruiser, in which latter vessel he continued until the summer of 1820, as will be seen by the following correspondence :—

"*Custom House, Falmouth,* 13*th July,* 1820.

* * * * * * "In justice to the merits of Lieutenant John Little, who has completed his three years in the command of the Hind revenue cutter, we take the liberty of laying before your Lordship a copy of a report we made by the last post to our Board on the subject of his valuable and meritorious services. We are, &c.

(Signed) "S. Pellew.

"*Right Hon. Viscount Exmouth,* "J. Laffer."

"*Commander-in-chief, &c. Plymouth.*"

(Copy) No. 413.

"Honorable Sirs,—Lieutenant John Little having completed his period of three years in the command of the Hind revenue cutter, on this station, we think we should not do justice to that meritorious officer, were we not to express to your Honours the high sense we entertain of

the activity and zeal displayed by him throughout that period. His exertions have been successful, not only in several instances of seizure, but also in the preservation of derelict cargoes to a considerable amount; and we are convinced his vigilance and judicious arrangements have tended greatly to the protection of the coast of his district from illicit practices. If we thought it within the line of our duty to correspond on this subject with the Lords of the Admiralty, we should feel happy in making a representation of his services to their Lordships. We are, &c.

(Signed) " S. PELLEW.
" J. LAFFER."

" *To the Hon. Commissioners,*
" *Customs, London.*"

On his quitting the Hind, Lieutenant Little was presented with a silver snuff-box, from her officers and crew. His next appointment was, Feb. 14th, 1821, to the Lady Hobart packet, employed in carrying mails to Bermuda, New York, and Halifax. His promotion to the rank of commander took place July 19th, 1821. From Feb. 1st, 1823, until July 2d following, he commanded the Countess of Chichester packet, on a voyage to and from South America; and on the 10th April 1824, he obtained the civil appointment of agent to H. M. post office packets at Port Patrick. His only son is a midshipman in the royal navy.

JAMES ELPHICK, Esq.

OBTAINED his first commission on the 15th Jan. 1802; and was senior lieutenant of the Magnificent 74, Captain (now Sir George) Eyre, at the siege of St. Maura in March and April 1810, during which he distinguished himself as " a very gallant and zealous officer." He continued in the same ship successively commanded by Captains Willoughby T. Lake and John Hayes, until the final termination of hostilities in 1815. His promotion to the rank of commander took place July 19th, 1821.

ROBERT FORDER, Esq.

WAS made a lieutenant on the 18th Oct. 1804; and promoted to the rank of commander July 19th, 1821.

HENRY ELLIS, Esq.

Entered as midshipman on board the Galatea frigate, Captain George Byng (afterwards Viscount Torrington); served for a short time as sub-lieutenant of the Growler gun-brig, Lieutenant James Rose; and obtained his first commission in March 1805: during the last three years of the war with France, he was senior lieutenant of the Egmont 74, Captain Joseph Bingham; and subsequently of the Rivoli and Ramillies, third rates. His promotion to the rank of commander took place on the 19th July 1821; since which he has been employed in the coast guard service.

HENRY PRYCE, Esq.

Was made a lieutenant in April 1805; and served as first of the Nymphen frigate, Captains Keith Maxwell and John Hancock, from the beginning of the year 1809 until Sept. 1813. His subsequent appointments were, to the Centaur, Spencer, and Windsor Castle, third rates. His promotion to the rank of commander took place on the 19th July 1821.

EDWARD THOMAS CROUCH, Esq.

Obtained his first commission in May 1805; and was highly spoken of by Captain (afterwards Sir Michael) Seymour, for his gallant conduct and "admirable exertions" as junior lieutenant of the Amethyst frigate, at the capture of la Thetis, a French ship of superior force, in the night of Nov. 10th, 1808. He subsequently served as first of the Hannibal 74, commanded by the same distinguished officer, who, in an official letter reporting the capture of la Sultane frigate, Mar. 26th, 1814, informed his Admiral, that he had "given charge of the prize to Lieutenant Crouch, an able officer who had served many years with him." The rank of commander, however, was not bestowed upon Lieutenant Crouch until

July 19th, 1821. His last appointment was, in Jan. 1833, to be secretary to Sir Michael Seymour, then a Rear-Admiral, with whom he sailed from Plymouth for the South American station, in the Spartiate 78, Captain Robert Tait, on the 25th of the following month.

This officer married, Dec. 4th, 1814, the only daughter of Captain Richard R. Bowyer, R. N.

THOMAS LOWTON ROBINS, Esq.

Was a midshipman on board the Arrow sloop, Commander Richard Budd Vincent, when that vessel was captured, after a most heroic defence, by the French frigate Incorruptible, Feb. 1805 *. He obtained a lieutenant's commission on the 22d Oct. following; suffered shipwreck in the Manilla 36, Captain John Joyce, on the Haak sands, near the Texel, Jan. 28th, 1812 †; continued a prisoner in Holland and at Verdun until the conclusion of the war in 1814; and was promoted to the rank of commander on the 19th July 1821.

MARK HALPEN SWENEY, Esq.

Entered the royal navy in 1798. He was made a lieutenant on the 22d Jan. 1806; appointed first of the Benbow 74, Captain R. H. Pearson, in Dec. 1813; granted a pension of 91*l.* 5*s.* per annum, for wounds, Oct. 16th, 1816; subsequently employed in the coast blockade service, under Captain William M'Culloch; promoted to the rank of commander in July 1821; appointed to the Gannet sloop, Nov. 22d, 1830; and to the Vernon 50, fitting out for the flag of Sir George Cockburn, commander-in-chief on the West India and North American stations, April 27th, 1833. He succeeded to the temporary command of that ship, *vice* Captain Sir George Augustus Westphal, invalided, in June 1834.

* See Vol. I. Part II. p. 917, *et seq.*

† See Suppl. Part I. p. 462, *et seq.*

JAMES MORGAN (*b*), Esq.

Is a son of the late Rev. Patrick Morgan, rector of Killybegs, co. Donegal, Ireland. On the 30th Jan. 1806, in consequence of Admiral Lord Keith having recommended him for meritorious conduct, a commission was signed appointing him to the Lynx sloop, Commander John Willoughby Marshall, in which vessel we find him very actively employed on the North Sea station. He subsequently served in the Agincourt 64, Resolution 74, Nymphe 38, Neptune 98, Elk sloop, and Hyperion 32, of which latter ship he appears to have been senior lieutenant.

In 1811, the Hyperion touched at Gonaives, St. Domingo, to complete wood and water, when an English merchant, named Simpson, who was detained there as a prisoner, for an alleged breach of blockade, immediately claimed the protection of the British flag. This was readily granted, but he had not been many hours on board the frigate when the batteries, without any previous notice, fired simultaneously on her boats, killed three men, and compelled her captain (— Brodie), marine officer (George Pattoun), and a master's-mate (— Dillon), to surrender. It being then nearly dark, nothing could be done till next morning, but at the first dawn of day, the ship was under a press of sail, beating up against the land wind, through an intricate channel; after anchoring her with a spring on the cable, in four fathoms water, not more than musket shot from the shore, with one broadside presented to the batteries, and the other to a Haytian frigate, Lieutenant Morgan sent an officer (Lieutenant George Bissett) to acquaint the black commandant, that if, in fifteen minutes from the time of the boat landing, the captain and his companions were not set at liberty, the town would be destroyed, and the man-of-war taken to Jamaica; this threat had the desired effect, and the three officers were restored to their ship without further bloodshed.

In Mar. 1812, Lieutenant Morgan, who had been obliged to return home for the recovery of his health, was appointed to the command of the Barbara schooner, of 111 tons, mount-

ing ten 12-pounder carronades, with a complement of fifty men, in which vessel he cruised on the N. W. coast of Ireland during the remainder of that year, and was subsequently employed off Boulogne.

On the morning of Feb. 11th, 1813, at day-break, being then about three miles from Boulogne pier, Lieutenant Morgan observed a lugger of 14 guns at anchor on the Barbara's lee-beam, and immediately made sail with the intention of running her on board. To avoid this measure, the Frenchman cut his cable, and hastened to close with six other luggers, mounting from eight to fourteen guns each. Having succeeded in forming a junction, the whole of these vessels stood out, in two divisions, to cut off the retreat of the Barbara; notwithstanding which, and although her rigging was much damaged by shot from the land batteries, she continued to approach them under a smart fire, and at 8-10 A. M. commenced action within pistol shot. At 9-15, after making two ineffectual attempts to board her, and sustaining a loss of four men killed and eleven wounded, two of whom mortally, the enemy wore round and stood in shore, evidently in confusion, leaving the Barbara nearly unrigged, but without a single person either slain or wounded. On the following day, Lieutenant Morgan, after a short action, drove on shore and destroyed a lugger. In the ensuing month, he was placed under the orders of Rear-Admiral (afterwards Sir George) Hope, whose squadron he accompanied to the Baltic.

On the 13th April 1813, the Barbara stood into Aalbourg, and cut out from that anchorage a ship of 400 tons, two galliots, and a sloop, laden with corn for the Norwegian market. These prizes she brought off in triumph, although closely pursued by nine Danish armed vessels, which were at times barely out of gun-shot. She was afterwards stationed at the entrance of the Cattegat, and frequently engaged with the enemy's flotilla and flying artillery along shore. On the 18th June, she brought to and examined a licensed Danish merchantman, under the fire of three national brigs and five gunboats, close in shore off Christiansand. On the 3d July, she

engaged the Norge, a cutter-rigged praam, mounting two long 32-pounders and six 18-pr. carronades, with a complement of 80 men, supported by several other armed vessels, near Fladstrand; and next day drove a sloop on shore near the Scaw. In the course of the same month, she was sent to Fladstrand with a flag of truce, and during her stay there lay close to the Norge, the commander of which vessel, a captain in the Danish navy, observed that now he had seen her actual force he should know how to treat her in future. In consequence of this remark, Lieutenant Morgan obtained permission to exchange two of his carronades for long 6-pounders.

On the 11th Aug. following, the boats of the Barbara, containing 26 men, under the command of the second-master, a midshipman, and Lieutenant Morgan's clerk, were sent to destroy the signal station, and a 2-gun battery, on the Great Grasholm island, which service was executed in the most admirable style, and without any loss, the enemy offering no resistance. On the same day the Barbara had her foremast shot away, her other spars, hull, sails, and rigging much cut up, and one man severely wounded, in action with the Norge and nine gun-boats. Thus disabled, and with three feet water in her hold, she put into Hawk roads, Gottenburg, and, whilst undergoing the process of heaving down, made so much water that the relieving tackles gave way, when she upset and sunk, but was weighed and again at sea in a very few days after. On re-visiting Fladstrand, with a second flag of truce, Lieutenant Morgan was informed by a Danish officer, one of his late opponents, that the loss sustained by the Norge, in her last rencontre with the Barbara, amounted to three men killed and six wounded.

On the 6th Oct. in the same year, at sun-set, Lieutenant Richard Banks, commanding the Forward gun-brig, then in company with the Barbara, received information that a small Danish armed vessel was standing towards an anchorage much frequented by English merchantmen, about four miles to the southward of Wingo Sound, to which he immediately proceeded in a 5-oared boat, having with him a Swedish pilot, and accompanied by Lieutenant Morgan, in the schooner's

4-oared gig. At 9 P. M., the boats got sight of the enemy, under sail with a light breeze, and at 9-15 simultaneously attacked her on the starboard bow and larboard quarter: a desperate conflict ensued, which ended in the capture of the Dane, a cutter mounting one howitzer, and having on board, at the commencement of the action, twenty-five well armed men, of whom five were killed, and her commander, a lieutenant in the Danish navy, very badly wounded. On the part of the assailants, one man belonging to each British vessel was slain; Lieutenant Morgan and two of his gallant crew were severely wounded.

Want of space prevents us from making particular mention of every service performed by the Barbara, whilst on the Baltic station, a period of nine months, during which she captured and destroyed no less than 2,544 tons of the enemy's shipping, navigated by 136 seamen; and, in conjunction with the Hawke privateer, of Hastings, captured a Danish privateer, and retook a ship from under the batteries on Lessoe island and the fire of ten gun-boats. It is almost superfluous to add, that the activity and gallant conduct of her commander were highly approved by Rear-Admiral Hope and his successor, the present Sir Graham Moore.

On his return from the Baltic, Lieutenant Morgan was ordered to Plymouth, on which station he continued until July 1814, when the deranged state of his affairs, occasioned by the failure of his prize-brokers at Gottenburg, obliged him most reluctantly to resign the command of the Barbara, in order, if possible, to obtain some kind of settlement. During the usurpation of Napoleon Buonaparte, in 1815, he commanded the Aggressor gun-brig, to which vessel he was appointed through the kind intervention of Sir George Hope; and subsequently, for a period of nearly two years and a half, the Pictou schooner, of 16 guns, on the Irish station. His promotion to the rank of commander took place July 19th, 1821. We here subjoin the copy of a letter addressed to him by Sir Graham Moore, dated at Cobham, Surrey, Mar. 14th, 1827:—

"Sir,—I yesterday received your letter dated the 5th inst., in which you request of me to give you a certificate of my opinion of your conduct

in command of the Barbara schooner, whilst under my orders in the Baltic, in 1813, or that I would represent to the Lords Commissioners of the Admiralty my opinion of you as an officer.

" I am unwilling to intrude myself on their Lordships without a reasonable pretext for so doing; but I have no scruple in expressing to you, in answer to your letter, that your conduct while under my orders was that of an active, brave, and zealous officer, and that you stood high in my estimation for your conduct in the Barbara, which made an impression on my memory, though, at this moment, I do not remember the particular facts, notwithstanding they were such as gave me a pleasure when I heard of your promotion. As I had no acquaintance with you before we met in the Baltic, the favourable opinion I then formed of you, and which I have ever since retained, was entirely owing to your conduct as an officer. If you conceive that my good opinion of you can be of any service, you are welcome to make use of this letter in furtherance of your views. I remain, with esteem, your obedient and faithful servant,

(Signed) " GRAHAM MOORE."

In 1827, this officer was appointed an inspecting commander in the preventive service; and in June 1830, the officers of the Whitby coast guard district presented him with a very elegant piece of plate, " as a grateful testimony of his kind and gentlemanly conduct towards them," whilst under his superintendence. Since Mar. 1831, he has been employed as inspecting commander of the coast guard at Newhaven. One of his brothers, Dr. Hill Morgan, is a member of the medical board at Bombay; and another, Hugh, a lieutenant in the royal artillery. Lieutenant William Moore Morgan, R. M., who fell at the battle of Algiers, while serving on board the Granicus frigate, was also similarly related to him.

THOMAS EDMUND COLE, Esq.

Was made a lieutenant on the 15th July, 1806; promoted to his present rank in July 1821; and appointed an inspecting commander in the coast guard service, Mar. 10th, 1831. He married, in Feb. 1824, Rebecca, eldest daughter of John Evans, Esq., mayor of Saltash.

WILLIAM MARTIN, Esq.

Third son of Mr. Thomas Martin, of Spring Mount, co. Cork, Ireland; a gentleman well known to the government of that kingdom, during the rebellion, as a magistrate and the commander of a corps of yeomanry, who, by his activity and zeal, helped to maintain the peace of his district, obtained himself the good will of the neighbouring gentry, and secured the esteem of General Myers, then commanding at Cork and in the surrounding country.

Mr. William Martin was born near the village of Glamuir, about three miles from Cork, in 1783; and entered the royal navy under the auspices of General Myers, as midshipman on board the Dryad frigate, Captain Charles John Moore Mansfield, employed on the Irish station, where he continued from 1799 until 1802. During the ensuing four years, he served under the same highly respectable officer, in the Minotaur 74, which ship, on the 28th May, 1803, captured the French frigate Franchise, of 44 guns, with a reduced complement of 187 men, returning from St. Domingo. She also formed part of Nelson's fleet at the glorious battle of Trafalgar.

On the 1st Aug. 1806, Mr. Martin was promoted into the Saturn 74, Captain Lord Amelius Beauclerk, then employed on the Mediterranean station, and subsequently exposed to much peril, in consequence of getting on shore near Cadiz light-house, when returning home for the purpose of undergoing repair. Notwithstanding the difficulty of the service, however, this ship was dismantled and hove down, at Gibraltar, (both garboard strakes out,) re-equipped, and at sea, with the homeward bound trade under her protection, in the space of six weeks from the time of the accident.

Lieutenant Martin now obtained a short respite from active service, but soon joined the Ardent 64, fitting out for the reception of troops destined to Bermuda. On his return from thence, he was removed into the Magnet sloop, Commander John Smith (*a*), under whom he served for some time, and saw much boat service at the entrance of the Ger-

man rivers. His next appointment was to the Lion 64, Captain (now Sir Henry) Heathcote, in which ship he proceeded to the Cape of Good Hope, Madras, Penang, and China. Whilst in the vicinity of Canton, he volunteered his services, obtained the command of the launch, and went in quest of two American ships from Manilla, reported to be trafficking among the neighbouring islands, and consequently ordered to be detained. The other boats being then employed at a considerable distance from the Lion, his whole force consisted of only twenty men. Scarcely had he arrived at the appointed rendezvous, when five piratical vessels were discovered, each about thirty tons burthen, mounting four or five small guns, and having on board at least thirty men. By these the launch was vigorously attacked; but after an obstinate conflict of two hours and a half, during which they made two unsuccessful attempts to run her down, she compelled them to retreat. In this affair, Lieutenant Martin and eighteen of his gallant companions were wounded.

We next find Lieutenant Martin in the Albion 74, Captain (now Sir John Ferris) Devonshire, cruising on the North American station, from whence he returned home in the Sceptre 74, commanded by the same officer, in 1814. On the 19th July, 1818, he was appointed first lieutenant of the Creole frigate, acting Captain W. B. Dashwood, fitting out to receive the broad pendant of Commodore Bowles, then commanding on the coast of South America, where he had the mortification to be removed into the worn-out Amphion, notwithstanding an assurance received from the Board of Admiralty that he would not be superseded.

The Amphion, into which ship Captain Dashwood was posted, was then under orders for England, and considered hardly seaworthy; the lower masts were so much decayed, that it was found necessary to rig her as a bark, and to reef the fore and main-top-masts to a third down: the hand-pumps were obliged to be kept going the whole of the passage home. In this state she arrived at Deptford, and was immediately ordered to be put out of commission.

On the 18th Nov. 1819, in consideration of his services

and the strong recommendation of Captain Dashwood, to whom he first became known on joining the Creole, Lieutenant Martin was appointed to the command of the Clinker gun-brig, fitting out for the Newfoundland station, where we find him performing the anomalous duties of a naval surrogate, and, in April 1821, receiving an address of which the following is a copy:

"Sir,—We the undersigned inhabitants of Harbour Grace, having learnt with sentiments of regret that duty now obliges you to leave us, and thereby vacate that department which during your stay amongst us you have so worthily, nay, impartially filled, conceive ourselves bound to return you our most sincere thanks for, and to express to you our unanimous approbation of, your conduct while filling the truly important situation of Surrogate to the Bay, since the resignation of your predecessor, the Rev. Mr. Leigh. Nor can we but admire the wisdom, and the zeal for the public good evinced by his Excellency * in having thus selected so worthy a successor to our late Surrogate. By your appointment, Sir, his Excellency has clearly manifested his desire that justice should be impartially administered; nor can stronger proofs of its being so be given than the contented and tranquil state which all classes exhibit at the present period. Such contentment and tranquillity of the people is perhaps a better proof than any language, however copious or eloquent, could possibly convey. Accept then, Sir, our united thanks and sentiments of approbation; and, as the conduct of every good man should be held forth as a model to posterity, so it shall be our province to hand your's down to our own and the future inhabitants of Harbour Grace. We have the honor to be, Sir, with sentiments of unfeigned respect and sincerity, your most obedient and truly humble servants."

(Signed by all the principal inhabitants.)

"*To Lieut. William Martin,*

"*Commanding H. M. brig Clinker.*"

The following are copies of two letters subsequently addressed to Lieutenant Martin:—

"*H. M. S. Egeria, Newfoundland, 26th April,* 1821.

"Dear Sir,—It is with infinite pleasure that I offer you my congratulations on finding you have so satisfactorily terminated your judicial duties at Harbour Grace, as it so honorably appears in the paper of to-day. The address cannot fail, I think, of accelerating that promotion which you have so sanguinely looked for, and, as I am assured by all who have

* Vice-Admiral Sir Charles Hamilton, Bart., Governor of Newfoundland.

known you long, so *well deserved*. Until I accidentally met you at this place, I had not the pleasure of ever seeing you; but since that period, I have had repeated proofs of your zeal and attention to all your duties, which has created in me an anxious feeling in your welfare; and I confidently hope that the address which has been presented to you will be as highly appreciated at home as I have reason to know it is in this island, more particularly so at this period, when a petition has been forwarded to England, complaining of the present system of administering justice in this country, which the address alluded to most clearly contradicts. Wishing you every success, believe me, dear Sir, very faithfully yours,

(Signed) "J. Toup Nicolas, Captain."

"P. S.—I am told you are to go to the southward, under my orders; and I can only say, that had I had to make the solicitation I should have asked for the Clinker; hence I am much pleased with the arrangement."

"*Admiralty*, 10*th July*, 1821.

"Sir,—I am desired by Lord Melville to acknowledge the receipt of your letter of the 25th of April, with the satisfactory testimonial herewith returned, the contents of which have been placed upon record; and to acquaint you that a note has been made of your application, and that your claims will be brought under consideration, with those of other officers, in case any general promotion should take place. I am, Sir, &c. &c. (Signed) "R. H. Hay."

In the mean time, Lieutenant Martin had been ordered by Sir Charles Hamilton to explore the Grand Esquimaux Inlet, and from thence to proceed to the northward in order to find out and communicate with the different stations of the Moravian missionaries on the coast of Labrador. In performing the first part of this service, he skirted much field ice, passed numerous bergs, communicated with the mountaineer Indians near a fishing station about 100 miles from the entrance of the inlet, and, leaving the Clinker at an anchor there, on account of the shallowness of the water, proceeded in a canoe until his further progress was prevented by a magnificent waterfall, on the morning of the third day. His coasting voyage from the entrance of the inlet to Okak, the northernmost settlement, was most harassing, and pregnant with danger. On his arrival at that and the other stations he had been sent to visit, he was received with great joy, no vessel of any kind, except their own annual brig, having been there for fifty years preceding. On his return to St. John's, Newfoundland, after an absence of exactly three months, he found

that the Lords of the Admiralty had been pleased to promote him to the rank of commander, by commission dated July 19th, 1821. He returned home passenger on board the Egeria in May 1822. Letters, of which the following are copies, were subsequently received by him from the secretary to the "Church of the United Brethren:"—

"*London, April 30th,* 1822.

"Dear Sir,—Your very obliging letter of the 19th Nov. 1821, ought not to have remained so long unanswered, but I have been nearly the whole of last winter travelling in different parts of England. I received it in Yorkshire, and intended on my return to town to desire Mr. Barrow to forward my answer to you.

"Your account of your visit to our settlements on the coast of Labrador was highly gratifying to me and to our whole society, as likewise to all who have read it. The testimony you are pleased to bear to the character of the missionaries, and to that of the Esquimaux congregations, cannot but be important to those who wish to have such evidence that Christianity has not only been adopted as a system, but that it has brought about a favorable change of heart, mind, and conduct, in a people naturally ignorant and barbarous. This you kindly declare to have witnessed. I can assure you, dear Sir, that if you were gratified, our missionaries were likewise highly delighted with your visit. Both in their official reports and in private letters to me they express themselves in the most lively manner of the sense they have of your goodness, affability, and generous conduct towards the Esquimaux. They feel particularly grateful to you for the good order and discipline you maintained among your crew, insomuch that all their fears of injury to their flocks were immediately quelled. You have thus been a messenger of peace to the Esquimaux, who now declare that their old suspicion that the King of England and his people were not their friends, is now entirely done away with; for that they see that they only mean to do them good. The missionaries feel greatly indebted to his Excellency the Governor of Newfoundland, for having appointed you to command that expedition, and are desirous, if you do me the honor of a visit, that I should express to you once more their esteem and affection, and their thankfulness for the precautionary measures you adopted to keep them from every kind of disturbance. I join them in assurances of sincere regard and esteem, and remain ever, dear Sir, your most obedient and humble servant,

(Signed) "C. F. Latrobe.

"*London, Feb. 22d,* 1823.

"Dear Sir,—It was with great pleasure that I received your very obliging letter of the 6th inst., and I sit down to thank you for it, and for that good will you express towards the institution of our church on

the coast of Labrador. Your visit to our missionaries will always be remembered by them, and the Esquimaux under their care, with the greatest delight; and the strict discipline you kept up on board your ship, more particularly claims their gratitude, as it contributed so greatly to lessen the anxiety they first felt on the approach of a ship of war, of the conduct of whose crew they could not form very favorable expectations. Captain Booth, who visited that coast this year, though willing to do all and every thing that could satisfy the missionaries, did not seem to have been aware of the necessity of using the same caution, though we have not had any particular complaint of the conduct of the crew. They, however, bartered a good deal with the Esquimaux, who, as you know and justly observe, are like children, and will give away their most useful and necessary articles, even such as their meyaks, and fishing and hunting implements, upon which their existence depends, for any gewgaw or unnecessary thing that happens to please their fancy. I did not hear that they bartered any thing for gin or brandy. The missionaries, however, perceiving what was going on, not only gave the Esquimaux a caution, but spoke to Captain Booth, and he very properly made his men disgorge and return their bargains, for which they, the Esquimaux, were very thankful. Captain Booth called upon me some time ago, and seemed much pleased with his visit to Labrador. I am very sorry that I missed your kind call in June last. I went in May with my son to the continent. The observations you make respecting the visits of ships of war to the coast of Labrador, are indeed very just. Unless conducted in the manner you did, they would necessarily have a very pernicious effect upon the mission; and we hope, that as no particular object can be obtained by them, that it will not become a common practice. You, however, may always consider yourself a privileged man, and to see you will always give the missionaries the greatest pleasure. Indeed, if it were not for the danger of communication between the Esquimaux and the crews, they would only have to regret that such visits must necessarily occur in fine weather only, and when our own vessel is there; and they have so much to do then in the concerns of their ship, that they cannot pay that attention to visitors at that time which they would wish to do. When my friend Lord Gambier was governor at Newfoundland, he intended to send a sloop of war up the coast, to survey it, which would be of great use to us; but he was soon recalled to his station at the Admiralty. Not only do I thank you for your most judicious remarks on the visits of ships of war to our settlements, but more especially do I feel grateful for the spirit which dictates them, and for the true sense you shew of the value of the mission, as it affects the spiritual and temporal welfare of a race of men formerly the most brutal and savage. You have with your eyes seen the change wrought by the Divine power of the gospel of Christ; for nothing else has brought it about. To those who love God and their neighbour as themselves, such manifesta-

tions and proofs of his mercy towards mankind, revealed in the gospel of our Saviour, are delightful and most encouraging. With the sincerest esteem I remain ever, dear Sir, your most obliged and affectionate servant, (Signed) "C. F. LATROBE."

The subject of this memoir has been twice married,—1st, in 1816, to Miss Henning, daughter of one of the senior pursers in the royal navy, which lady died in Ireland shortly after his return from Newfoundland: 2dly, in 1830, to a Miss O' Donnoghue, with whom, and his two surviving children by his first wife, he has ever since resided at his birth-place, near Glamuir. One of his brothers, Robert, a medical man of some eminence, was senior physician to the fever hospital at Cork, where he fell a victim to the effects of a malady he had successfully treated for years. Another brother, Thomas, went out as a cadet to India, where he entered His Majesty's service, and acted as aide-de-camp to Lord Lake, until the regiment to which he belonged, the 19th light dragoons, received orders for England, when, his health being much impaired by the climate, he came home and retired on half-pay.

WILLIAM PEARCE STANLEY, Esq.

Is, we believe, a freeholder of Northumberlandshire. He entered the royal navy in Mar. 1798, as midshipman on board the Diomede 50, Captain the Hon. Charles Elphinstone (now Vice-Admiral Fleeming), under whom he served on various stations until Feb. 1801, when he joined the Adamant 50, Captain the Hon. (now Sir William) Hotham, in which ship he returned home from the Cape of Good Hope, about Nov. following. We subsequently find him in the Trusty 50, Captain Daniel O. Guion, and Conflict gun-brig, the latter employed on Channel service, during the peace of Amiens. On the renewal of hostilities, he rejoined his first captain, then commanding the Egyptienne frigate, in which he assisted at the capture of two French corvettes and one large privateer, and was present at the defeat of the combined

fleets of France and Spain, by the fleet under Sir Robert Calder, July 22d, 1805.

In Oct. following, Mr. Stanley was removed into the Superb 74, bearing the flag of the late Sir John T. Duckworth, whom he accompanied to the West Indies in pursuit of a French squadron. He there joined the Northumberland 74, flag-ship of the Hon. (afterwards Sir Alexander I.) Cochrane, under whom he bore a part at the battle of St. Domingo, Feb. 6th, 1806. On the return of that ship to Barbadoes, he received an order to act as lieutenant; but this appointment was not confirmed by the Admiralty until Aug. 15th following.

On the 3d of the ensuing month, Mr. Stanley was appoined to the Pheasant sloop, commanded by the late Captain John Palmer, under whom he served as first lieutenant, on the South American, African, West Indian, Newfoundland, Guernsey, and Plymouth stations, until July 1814, a period of nearly eight years. In Jan. 1807, he commanded that sloop, employed in the blockade of the Spanish gun-vessels at Monte Video, during the absence of Captain Palmer, then attached to the army on shore under Sir Samuel Auchmuty. After the storming of that fortress, he assisted in taking possession of Colonia del Sacramento; and subsequently in capturing, at different periods, several French privateers and various other vessels *.

Lieutenant Stanley's next appointment was to be first of the Ethalion 42, Captain William Hugh Dobbie, in which ship he continued for a few months on the Irish station. From Sept. 18th, 1815, until Oct. 13th, 1818, he was first of the Tiber frigate, Captain James Richard Dacres. In April 1819, he obtained the command of the Swallow revenue cutter, of 165 tons, mounting six 6-pounder carronades and two small brass guns, with a complement of thirty-seven men and boys. On the 27th Feb. 1821, he captured in the North Sea, after a long chase and running fight, the Idas smuggling cutter, of 177 tons, having on board 700 tubs of spirits and about 50

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* See Suppl. Part III. p. 405.

bales of tobacco. During the chase, and after getting for a time out of gun-shot, the greater part of this vessel's cargo and the whole of her guns, which appear to have been 9-pounders, were thrown overboard; and when the Swallow got alongside at night, she found her abandoned by her lawless crew, about thirty in number, though four or five leagues from the land. It afterwards appeared that three of them had been killed and several wounded. The Swallow had two men wounded. Both cutters suffered severely in sails and rigging. On the 19th July following, Lieutenant Stanley was promoted to the rank of commander.

ROBERT GORE, Esq.

Was made a lieutenant on the 6th Dec. 1813; and appointed to the Horatio frigate, Captain William Henry Dillon, Jan. 26th, 1814. The manner in which that ship was employed until the beginning of 1817, when she was paid off on her return from the East Indies, will be seen by reference to Suppl. Part I. p. 307, *et seq.* His next appointment was Aug. 6th, 1819, to the Leander 60, fitting out for the flag of Sir Henry Blackwood, Bart., commander-in-chief on the East India station, where he was serving when promoted to his present rank, July 23d, 1821. He subsequently commanded the Satellite 18.

ROBERT BALDEY, Esq.

Was made a lieutenant on the 27th Sept. 1809. At the close of the war, in 1814, we find him serving as first of the Sapphire sloop, successively commanded by Captains Henry Haynes and Adam Brown, on the Jamaica station. He subsequently commanded two small vessels, the Variable and Decouverte, in the latter of which, an American-built schooner, of 12 guns, he conveyed the celebrated Bolivar, with several of his near relations, from the Spanish Main to Port

Royal, in 1815 *. His next appointment was, we believe, Sept. 1st, 1818, to be senior lieutenant of the Leven 24, Captain David Ewen Bartholomew, on whose demise, after surveying the whole of the Azores, part of the African coast, and some of the Cape Verd Islands, he succeeded to the command of that ship, at the island of Mayo, Feb. 19th, 1821. He afterwards endeavoured to make a survey of the River Gambia; but from the water being so very shoal for some miles to seaward, it was found impossible to accomplish the object without risking the ship. He returned to Spithead, July 23d, 1821, and was promoted to the rank of commander on the 26th of the same month. The Leven was soon afterwards paid off at Woolwich.

MATTHEW LIDDON, Esq.

Served as midshipman on board the Thames frigate, commanded by the present Lord Radstock, on the Mediterranean station, and was employed in her boats at the capture and destruction of seven heavy gun-vessels, five armed scampavias, &c., and thirty-one sail of transports, laden with stores and provisions for Murat's army at Scylla, July 25th, 1810 †. He was made a lieutenant on the 3d May 1811; and appointed to the Maidstone frigate, Captain George Burdett, Nov. 6th following. During the war between Great Britain and the United States, he appears to have assisted in capturing several of the enemy's armed vessels, in the Bay of Fundy and at the mouth of the Rappahannock river ‡. Towards the close of that contest, he exchanged from the Maidstone, then commanded by Captain William Skipsey, into la Hogue 74, Captain the Hon. Thomas Bladen Capel, on the Halifax station; and in Jan. 1819, he was appointed to the command of the Griper brig, selected by his friend Lieutenant (now Sir William Edward) Parry, to accompany him in an

* See Suppl. Part II. p. 45, *et seq.*

† See Suppl. Part I. pp. 190—192.

‡ See Vol. II. Part II, p. 576; and Suppl. Part I. p. 365, *et seq.*

expedition to the Arctic Seas, the proceedings and result of which have been fully detailed in Suppl. Part IV. pp. 318—353. He paid off the Griper, at Deptford, Dec. 21st, 1820; obtained the rank of commander on the 8th Nov. 1821; and married, in 1827, Ann, only daughter of the late Samuel Bilke, Esq. of Stamford Street, Blackfriars.

GEORGE HUTCHISON, Esq.

Was made a lieutenant on the 11th Nov. 1806; and promoted to the rank of commander Nov. 9th, 1821.

ARTHUR LEE WARNER, Esq.

Obtained his first commission on the 6th Dec. 1813; and was promoted to the command of the Esk sloop, on the Jamaica station, Nov. 22d, 1821.

JOHN LEIGH BECKFORD, Esq.

Son of F. L. Beckford, Esq., of Southampton. His first commission bears date Nov. 27th, 1810. He subsequently served under Captains Lucius Curtis and Bentinck C. Doyle, in the Madagascar frigate. His last appointment was, Oct. 2d, 1819, to be flag-lieutenant to Rear-Admiral (now Sir Robert Waller) Otway, commander-in-chief at Leith, where he continued for the usual period of three years. His promotion to the rank of commander took place on the 30th Nov. 1821.

This officer married, Nov. 6th, 1828, Harriet, fourth daughter of George Ward, Esq. of Northwood Park, Isle of Wight.

HENRY MAINGY, Esq.

Obtained his first commission in Sept. 1806; and served as senior lieutenant under Captain Henry Prescott, in the Fylla

20, and Eridanus 36, from the beginning of 1813 until the final cessation of hostilities in 1815. His subsequent appointments were, Mar. 8th, 1816, to the Spencer 76, Captain Richard Raggett, stationed as a guard-ship at Portsmouth; and, July 5th, 1821, to the Royal George yacht, Captain (now Rear-Admiral) the Hon. Sir Charles Paget, under whom he had the honour of accompanying King George IV. to Ireland. His promotion to the rank of commander took place on the 14th Dec. 1821.

GEORGE MORISON KING, Esq.

Obtained his first commission in Oct. 1814; and was wounded while serving as ninth lieutenant of Lord Exmouth's flag-ship, the Queen Charlotte, at the memorable battle of Algiers. We next find him in the Royal George yacht, Captainthe Hon. Sir Charles Paget, under whom he had the honor of accompanying his late Majesty to Ireland. He was promoted to his present rank on the 14th Dec. 1821. His last appointment was, Feb. 2d, 1823, to be an inspecting commander in the coast guard service. In 1832, the officers and men of the Carrickfergus district, late under his superintendence, presented him with a handsome snuff-box, "as a testimony of their respect and esteem."

Commander G. M. King married, June 27th, 1825, Anne Sarah, relict of Francis Hoey, Esq., of Dungan's Town, co. Wicklow; and sister to Matthew Forde, Esq., M. P. for County Down.

DIGBY MARSH, Esq.

We first find serving as midshipman under the late Captain Sir George Ralph Collier, and employed in a boat belonging to the Surveillante frigate, at the capture of a French merchant brig, between the batteries of St. Guildas and St. Jacques, in Quiberon Bay, Sept. 5th, 1810.

During the ensuing three years he was engaged in a variety of active and important services on the north coast of Spain, the detail of which will be found in Vol. II. Part II. pp. 521—532. He passed his examination for lieutenant in Mar. 1812; and for his services, particularly at the siege of St. Sebastian, where he appears to have been employed on shore in the breaching batteries, was rewarded with a commission dated Dec. 24th, 1813. He subsequently served on board the Tartar frigate, bearing the broad pendant of Sir George R. Collier, on the African station. He obtained his present rank in Jan. 1822; and was appointed an inspecting commander of the coast guard service, June 6th, 1833.

GEORGE BAKER, Esq.

Second son of Sir Robert Baker, Knt., Treasurer to the county of Middlesex, and late chief magistrate of Bow Street, by Harriet, daughter of Anthony Aufrère, Esq., of Hoveton Hall, Norfolk, whose ancestor, a French marquis, came over with his family to England at the revocation of the edict of Nantes.

This officer was born at London, May 3d, 1795. He entered the royal navy as midshipman on board the Amazon frigate, Captain (now Sir William) Parker, Aug. 23d, 1808; subsequently served under the late Sir Henry Hotham, in the Northumberland 74; and was present at the destruction of two large French frigates and a national brig, near l'Orient, May 22d, 1812*. He afterwards successively joined the Pembroke 74, Ville de Paris 110, and Superb 74; the former ship commanded by the late Sir James Brisbane, and the two latter bearing the flags of Sir Harry Neale, and Sir Henry Hotham. Previous to the *receipt* of his first commission, which appears to have been antedated, in order to give him rank as lieutenant from Mar. 7th, 1815, he had acted as such under Captains the Hon.

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* See Vol. I. Part II. pp. 618—621.

F. W. Aylmer and W. Fairbrother Carroll, in the Pactolus 38, and Cyrus 20. His subsequent appointments were, Nov. 20th, 1818, to the Dauntless 26, Captain the Hon. Valentine Gardner, fitting out for the East Indies; and May 11th, 1820, to the Leander 60, bearing the flag of the Hon. Sir Henry Blackwood, commander-in-chief on that station; of which latter ship Mr. Baker was first lieutenant for six months prior to his promotion. He obtained his present rank Jan. 17th, 1822; and married, Jan. 17th, 1827, Elizabeth Octavia, fourth daughter of the late William Harding, Esq., of Baraset House, Warwickshire.

Commander Baker's eldest brother, a midshipman, died in 1809, of yellow fever, on board H. M. ship Garland, in the West Indies: his two younger brothers are in the Madras army.

JOHN RUSSELL (*l*), Esq.

M. P. for Kinsale.

Son of Lord William Russell. Was made lieutenant in July 1815; and promoted to the rank of commander on the 29th Jan. 1822. He married, Aug 21st following, Sophia, only daughter of the late Colonel Coussmaker, by his wife the Hon. Catherine Southwell Clifford, eldest sister to Edward last Lord De Clifford. In Feb. 1833, the King was pleased to direct letters patent to be passed under the Great Seal, declaring Mrs. Russell Baroness De Clifford, she being the eldest co-heir and representative of the late Baron, and as such, eldest co-heir of the ancient barony of De Clifford.

HON. COOTE HELY HUTCHINSON.

Brother to the Earl of Donoughmore, was made lieutenant in Nov. 1817; appointed to the Phaëton frigate, Captain (now Sir William Augustus) Montagu, fitting out for the Halifax station, Nov. 1st, 1819; and promoted to the rank of commander Jan. 29th, 1822. He married, in 1831, Sophia, daughter of Sir S. S. Hutchinson, Bart.

SIR JAMES EVERARD HOME, Bart., F. R. S.

Eldest son of the late Sir Everard Home, Bart., F. R. S., Sergeant-Surgeon to His Majesty, and Physician of the Royal Hospital, Chelsea, by Jane, daughter and co-heir of the Rev. James Tunstall, D. D.

This officer, who is of ancient Scottish lineage, was born in Sackville Street, Piccadilly, on the 25th Oct. 1798; received his education at Westminster School; and first embarked as midshipman on board the Euryalus frigate, Captain the Hon. George H. L. Dundas, about to sail for the Mediterranean station, April 10th, 1810. We next find him, in Aug. 1812, joining the Malta 80, flag-ship of the late Sir Benjamin Hallowell Carew, with whom he returned home, after the conclusion of hostillities with France, in 1814. He subsequently served under the flag of the same distinguished officer, on board the Tonnant 80, at Cork. In Nov. 1817, he was removed to the Sybille frigate, fitting out for the flag of Sir Home Popham, commander-in-chief on the Jamaica station, where he appears to have been promoted into the Pique 36, Captain John Mackellar, July 14th, 1818. His next appointment was, May 17th, 1821, to the Helicon 10, Commander William Robert Dawkins, in which sloop he continued on the home station, until advanced to his present rank, Jan. 29th, 1822. He became a F. R. S. in April 1825; succeeded to the baronetcy on the demise of his father, Aug. 31st, 1832; and was appointed to the Racehorse sloop, fitting out for the West India station, Feb. 1st, 1834. His brother, William Archibald, is in holy orders; his eldest sister, Jane, is married to Captain Henry Forbes, and his youngest, Charlotte, to Captain Bernard Yeoman, both of the royal navy *.

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* The late Sir Everard Home was one of the most eminent medical men of his day: he embraced the profession of physic at an early age, and practised with the greatest success in the metropolis for more than forty years.

CHRISTOPHER KNIGHT, Esq.

Passed his examination in Feb. 1813; obtained a commission on the 14th Dec. 1814; served as lieutenant of the Impregnable 104, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers; and subsequently in the Tartar frigate, Commodore Sir George Collier, on the African station, where he was employed in command of the Snapper gun-brig, when advanced to his present rank by the Admiralty, June 6th, 1822. He returned home passenger on board the Morgiana sloop, Nov. 6th following; and is now an inspecting commander in the coast guard service.

ALFRED MATTHEWS, Esq.

Third surviving son of the late John Matthews, Esq., of Belmont, Herefordshire; and brother to the ingenious author of the "Diary of an Invalid." The first of these very worthy and much esteemed gentlemen represented the above county in parliament for several years, and was colonel of the first regiment of local militia: the latter died soon after his elevation to the bench in the island of Ceylon.

Mr. Alfred Matthews entered the royal navy in Jan. 1803, (then only eleven years of age,) as midshipman on board the Culloden 74, Captain —— Lane, from which ship he followed Rear-Admiral (afterwards Sir George) Campbell into the Canopus 80. We next find him serving under Captain Benjamin Hallowell * in the Tigre 80, forming part of that compact little squadron which, under the immortal Nelson, pursued the combined fleets of France and Spain to and from the West Indies, thereby saving our colonies from plunder and devastation †.

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* The late Admiral Sir B. H. Carew, G. C. B.

† The Tigre, it will be remembered, was one of a few unlucky ships of the line which, after all the irksomeness of a tedious blockade, and all the anxieties of an arduous chase, lost by a hair's breadth chance their share

After serving through the second Egyptian campaign, from the capture of Alexandria to its evacuation *, the Tigre returned to England, and Mr. Matthews joined the Iphigenia frigate, Captain Henry Lambert, with whom he visited Quebec, and subsequently proceeded to the Cape station.

In Aug. 1809, whilst cruising off the Mauritius, the Iphigenia accidentally ran on board the Boadicea frigate, and thereby lost her bowsprit and foremast. The next night she got aground under a heavy battery, where she was long exposed to a very severe cannonade. Not thinking it possible to save her, the senior officer of the squadron sent orders to set her on fire; but, after throwing some guns overboard, she was at length got off, through the persevering gallantry and uncommon exertions of her captain, officers, and crew. In July 1810, she formed part of the squadron under Captain (now Sir Josias) Rowley, at the capture of the Isle of Bourbon †.

The disastrous result of an attack made by the Iphigenia and three other frigates, under the orders of Captain Samuel Pym, of the Sirius, upon a French squadron in Grande Port, Isle of France, Aug. 23d, 1810, has been officially described in Suppl. Part II. pp. 164—166. The particular share borne by the Iphigenia in this destructive combat is more fully shewn at p. 169 of the same volume. Her subsequent proceedings, and surrender by capitulation, are narrated in Vol. III. Part I. p. 242, *et seq.*

From this period, Mr. Matthews was a prisoner at Port Louis until the subjugation of the Isle of France in Dec.

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of the glories of Trafalgar. To have been in the immediate vicinity of such a conflict, in such a ship, without any participation in its honors, must doubtless be regarded in the nature of a permanent misfortune; and one which is not much mitigated by the reflection that, under other circumstances, the Tigre's advanced station in the line, her high state of discipline, and, above all, the zeal and devotion of her commander, would too probably have secured her a prominent place in the foreground of that imperishable piece.

* See Vol. I. Part II. p. 482.

† See Vol. I. Part II. p. 627, *et seq.*

1810. We next find him serving as lieutenant under Captain (now Sir Charles M.) Schomberg, in the Astræa frigate, on the Cape station. His promotion to that rank took place Feb. 11th, 1812; and his next appointment, to the Hermes 20, Captain the Hon. William Henry Percy, fitting out for the North American station, April 18th, 1814. The circumstances which led to the destruction of the latter ship, on the coast of West Florida, Sept. 5th, 1814, are detailed in two official letters, written by her truly gallant commander, and of which we have given copies in Suppl. Part III. pp. 64—69. In one of them he makes honorable mention of Lieutenant Matthews, who, it appears, assisted him in performing the painful duty of setting the ship on fire, after all the other surviving officers and crew had been safely removed from her. We have only here to add an expression of our regret that the same deliberate valor and seamanlike conduct which were displayed on board the Hermes, in the attack upon Fort Bowyer, had not been brought to bear on an adversary of more equal force, in which case a much happier result might have been confidently expected.

After this sanguinary affair, Lieutenant Matthews volunteered to serve with the army acting against New Orleans, and assisted in the successful dash across the Mississippi, on the fatal morning of Jan. 8th, 1815 *. In the following year, he was appointed senior lieutenant of the Alert sloop, Commander John Smith (*b*), on the North Sea station, where, in one of that vessel's gallies, he captured a smuggling lugger. In 1817, he took command of the Drake revenue cruiser, on the Land's End and Scilly station; and, considering the very low ebb to which the contraband trade has been happily reduced in that quarter, was not unfortunate in the number of his captures. He obtained his present rank on the 19th July, 1822; and subsequently commanded the Surinam and Icarus sloops, on the West India station. His last voyage appears to have been in an element not much navigated by gentlemen of the naval profession—we allude to his

* See Suppl. Part IV. p. 18, *et seq.*

ascent in Mr. Green's balloon from Hereford, Oct. 1827. In describing his aërial excursion, he says, "A field of sheep looked like so many mites crawling about a cheese; a waggon on the Weobly road reminded me of the vehicle of Queen Mab, 'in size no bigger than a hazel nut, drawn by a team of little atomies;' a church like a child's toy, and other things in similar proportion."

RIGHT HON. GEORGE VISCOUNT MANDEVILLE,

Deputy Lieutenant of, and M. P. for Huntingdonshire.

Eldest son of the Duke of Manchester, late Captain-General and Governor of Jamaica. This officer was born on the 9th July, 1799; made a lieutenant on the 20th Nov. 1818; and advanced to the rank of commander July 19th, 1822. He married, Oct. 8th, in the latter year, the daughter of Lady Olivia Sparrow.

ROBERT GRAHAM DUNLOP, Esq.

Passed his examination, at Portsmouth, in the summer of 1810; and was slightly wounded whilst serving as master's-mate of the Scipion 74, (flag-ship of Rear-Admiral the Hon. Robert Stopford,) and employed on shore at the reduction of Java, in 1811. His first commission bears date Feb. 7th, 1812. In the following year, being then a lieutenant of the Surveillante frigate, Captain Sir George R. Collier, on the north coast of Spain, he was again wounded, in one of the breaching batteries on the Chofre sand-hills, opened against the walls of St. Sebastian. He subsequently joined the Porcupine 22, flag-ship of the late Sir Charles V. Penrose, and was very actively employed in co-operation with Wellington's army in the neighbourhood of Bayonne and Bourdeaux *.

On the 2d April, 1814, the advanced boats of the British

* See Suppl. Part II. pp. 276—293.

squadron in the river Gironde, under Lieutenant Dunlop, were despatched in pursuit of a French flotilla, pushing down from Blaye to Talmont. On their approach, the whole of the enemy's vessels ran on shore near the citadel of Blaye, from whence two hundred soldiers marched out to protect them, although their crews were greatly superior in number to the attacking party. A smart fire was also kept up from the citadel; but nothing could check the ardour of our gallant countrymen, who dashed on, landed, charged the enemy, drove them with great loss into the woods, and kept possession of the beach until the tide allowed the greater part of the vessels to be brought off. They consisted of one brig mounting six long 18-pounders, a fine schooner, six gun-boats, three armed chasse-marées, and an imperial barge, rowing twenty-six oars, which latter trophy was sent home as a present to H. R. H. the Prince Regent. Another brig of the same force as the above, two gun-boats, and one chasse-marée, were set on fire and destroyed. This service was performed with the loss of two seamen missing, and fourteen men wounded.

We soon afterwards find Lieutenant Dunlop rejoining Sir George Collier, in the Leander 58, fitting out for the Halifax station. In this ship he assisted at the capture of the United States' brig Rattlesnake, pierced for 20 guns, with a complement of 131 men; and the Prince De Neufchatel, a fine American privateer schooner, of 18 guns and 135 men. He likewise assisted at the recapture of H. M. 20-gun ship Levant, near Porto Praya, Mar. 11th, 1815.

From this period we lose sight of Lieutenant Dunlop until his appointment, Mar. 21st, 1821, to the Glasgow 50, Captain (now Sir Bentinck C.) Doyle, fitting out for the East India station; where he was promoted to the command of the Sophie sloop, July 20th, 1822.

THOMAS PORTER, Esq.

Was made a lieutenant on the 27th July 1814; appointed to the Andromache 44, Captain William Henry Shirreff, fitting out for South America, Sept. 5th, 1817; removed to the Superb 78, bearing the broad pendant of Sir Thomas M. Hardy, commander-in-chief on that station, May 10th, 1821; and promoted to the command of the Alacrity sloop, Aug. 26th, 1822. He returned from Brazil to Portsmouth, bringing home 1,000,000 dollars, July 19th, 1823.

JAMES LOWRY, Esq.

Was made a lieutenant on the 28th Jan. 1802; and appointed first of the Ajax 74, commanded by that excellent officer, Captain (now Sir Robert Waller) Otway, about July 1809. In 1812, we find him an agent of transports; and in 1821, commanding the Cameleon revenue cutter, on the Portsmouth station. He was promoted to his present rank on the 12th Sept. 1822, previous to which his vessel had formed part of the squadron employed in escorting King George IV. to Scotland.

DANIEL JAMES WOODRIFF, Esq.

Eldest son of Captain Daniel Woodriff, R. N., C. B., of the Royal Hospital at Greenwich, whose heroic defence of the Calcutta 50, against a French squadron, consisting of one three decker, four 74-gun ships, three frigates of the largest class, and two brigs, thereby preserving a valuable fleet of merchantmen under his convoy from capture, we have recorded in Vol. II. Part II. p. 541, *et seq.*

Mr. Daniel James Woodriff first went to sea in the Endymion 44, armed *en flûte*, and commanded by his father (then a lieutenant), which ship was totally lost, in 1790, upon a rock previously unknown, (and which has ever since retained

her name), situated about nine miles S. W. b. W. from the middle of the southern sand isle of the Turks Islands in the West Indian sea, on which occasion, fatal as it was, that gallant and worthy officer had the satisfaction of seeing every person, except one man, safe off the wreck before he quitted it, the ship then under water as far aft as the capstan.

In 1792, Mr. D. J. Woodriff accompanied his father in circumnavigating the globe, the latter gentleman having been appointed to a peculiar service, the principal object of which voyage was to afford relief to the then infant colony of Port Jackson, in New South Wales.

On the 1st. Aug. 1801, the subject of this memoir embarked as midshipman on board the Princess Charlotte frigate, bearing the flag of Lord Gardner, on the Irish station, and commanded by his son, the Hon. Francis F. Gardner. Whilst belonging to this ship, he was detached in an open boat (in charge of a lieutenant) from Cork, to proceed round the coast and into the lakes of Killarney, to meet and salute the Viceroy, which, after much difficulty, was accomplished. We are induced to mention this circumstance, from the supposition that the Princess Charlotte's was probably the first boat from a man-of-war which did so, and possibly the last.

On the 1st Feb. 1803, Mr. Woodriff rejoined his father, then commanding the Calcutta, armed *en flûte*, and preparing to convey 450 convicts of both sexes, to Port Philip, in Bass's Straits, for the purpose of forming a settlement on the southern extremity of New Holland. An outline of that ship's voyage out and home has been given in Vol. II. Part II. p. 541. During her stay at Port Philip, Mr. Woodriff went on many excursions for the purpose of exploring the country, and often suffered much from the want of water when bewildered in the woods. On one occasion, having landed at a considerable distance from the ship, in company with some other gentlemen, his boat was swept away from the beach and carried by the tide to a distance of about twenty-five miles along the coast, leaving the exploring party and boat's crew with nothing to eat or drink. Fortunately they had the means of kindling a fire, by which, after dark, they sat,

sung, told stories, and, one after the other, sank to sleep, but not without experiencing previously the usual craving of hunger and thirst. At day-light next morning, they ascended trees on the highest ground, but could not see anything of the boat, nor any movement from the ship; indeed they had no reason to expect any relief from her, as they had been supplied with provisions and water for several days consumption. They now, as on the preceding day, eat a few shell fish, which, although a momentary alleviation of hunger, increased their thirst; and drank some brackish water, which at the moment seemed a relief, but the temporary gratification was the certain precursor of increased want of drink, accompanied by an inward burning. At length, however, after passing many hours in this unenviable manner, they succeeded in attracting the notice of the colonial boat, which had left the settlement for the purpose of fishing, and had not any previous knowledge of their situation; the scanty supply of bread and other refreshments which her limited means afforded them was most acceptable—it was indeed a luxury. Their own boat they succeeded in rescuing just as she was about to enter a heavy surf.

On the 11th Oct. 1804, Mr. Woodriff was removed to the Bellerophon 74, in which ship, successively commanded by Captains John Loving, and John Cooke*, Lieutenant William Pryce Cumby, and Captain Edward Rotherham, he served on the Channel and Mediterranean stations upwards of three years. The following is an extract of a certificate which he received from Captain Cooke's immediate successor :—

"His conduct during the action off Cape Trafalgar, on the 21st Oct. 1805, was highly spirited and meritorious, as I had frequent occasion to remark from his being stationed under my immediate notice on the quarter-deck. (Signed) "W. P. Cumby."

The Bellerophon on this memorable occasion, had no less than 150 officers and men killed and wounded. In the gales of wind after the action, she rolled and laboured much, being very light, and greatly damaged both below and aloft: the

* Killed at Trafalgar,—see Vol. II. Part II. p. 968, *et seq.*

numerous wounded were consequently great sufferers. In order to relieve them as much as possible, Lieutenant Cumby, who, with the other commissioned officers was most anxiously engaged on deck, directed Mr. Woodriff to do what he could; whereupon he conceived the idea of nailing capstan bars and other spars longitudinally upon the deck of the captain's cabin, at such a distance from each other as only to admit one bed between two bars tightly. This experiment succeeded, for the fine fellows were thus rendered as comfortable as they possibly could be, in so disabled a ship, in such bad weather, at sea. In addition to the approbation and thanks of his commander and the surgeon, Mr. Woodriff, when attending the removal of the sick and wounded to Gibraltar hospital, had the gratification of hearing those gallant men utter many expressions of gratitude for the relief he had afforded them, and for his constant endeavours to alleviate their sufferings.

In Oct. 1807, the petty officers and crew of the Bellerophon were turned over to the Bedford 74, Captain James Walker, previous to which Mr. Woodriff had been entrusted with the charge of a watch. On the 11th Dec. following, he was promoted to the rank of lieutenant; and soon afterwards appointed to the Polyphemus 64, Captain Peter Heywood, in which ship he continued only for a few months, in consequence of her being ordered to hoist the flag of Vice-Admiral B. S. Rowley, commander-in-chief on the Jamaica station; by one of whose followers he was superseded about May 1808. In the course of the same year he received an appointment to the Achille 74; and, while waiting at Plymouth for an opportunity to join that ship, we find him very active in subduing a fire which had broken out in the hemp-house, threatening the adjacent stores, &c. with destruction.

On the 19th Mar. 1809, being then still at Plymouth, Lieutenant Woodriff was appointed second of the Solebay frigate, commanded by Commodore E. H. Columbine, who, on being nominated governor of Sierra Leone, with orders to examine the windward coast of Africa, had applied for him to assist in the surveys and drawings.

The Solebay arrived at Gorée on the 24th June 1809, when

an expedition was immediately projected and agreed upon between Commodore Columbine and Major Maxwell, governor of that island, for the purpose of attacking Senegal, then a French settlement, garrisoned by four hundred regular soldiers, militia, and volunteers; and protected by seven vessels mounting thirty-five guns of different calibre. On the 4th July, she sailed, accompanied by the Derwent sloop, Commander Frederick Parker; Tigress gun-brig, Lieutenant Richard Bones; seven gun-vessels mounting altogether eighteen carronades, three field-pieces, and one howitzer; nineteen armed boats, with necessary appurtenances for all; and the Agincourt transport, having on board a military detachment, 166 strong. On the 7th, this armament anchored off the bar at the mouth of the Senegal river, which is not only dangerous, occasioned by the heavy surf, but very difficult to pass, in consequence of the shoal water, and the deepest part frequently changing position. In attempting to cross it, on the following morning, two vessels containing ammunition and provisions were lost, and the commander of the Derwent, with one of his midshipmen, and six sailors perished. The Virginia, an American-built schooner, commanded by Lieutenant Woodriff, and in which vessel Commodore Columbine chose to go over the bar, struck repeatedly, and would have broached to, but for the judgment and cool presence of mind of the lieutenant, who instantly took the helm, lowered the peaks, jibed the sails, and, with the aid of successive seas bearing her along, at length succeeded in entering the river, followed by the rest of the flotilla. The military detachment and sixty marines were then landed on the left bank, where Major Maxwell took up a position, with a view to wait till provisions could be passed from the frigate and brigs outside. On the 9th this position was attacked, but the enemy were speedily repulsed, and driven within their lines at Babagué, twelve miles up the river, and in front of which their armed vessels were lying protected by a boom. On the 10th, Lieutenant Woodriff having been sent up in a four-oared whale boat, to reconnoitre and sound, was in the act of taking a plan of the enemy's position, when a breeze suddenly sprang up, and a

schooner immediately started in pursuit of him; he, however, effected his escape by tracking the boat along the beach faster than she could have been rowed; and, in the evening of the same day, we find him rendering an essential service to the expedition by getting off the colonial schooner George (the principal vessel of the flotilla) which had grounded inside the bar, and there remained immoveable, notwithstanding many former attempts to float her. On the 11th, the Solebay and Derwent were ordered to anchor opposite the post of Babagué, and bombard it, which was executed with much effect. During the night, in shifting her berth, the frigate, then in charge of the master, all the commissioned officers being absent, unfortunately got aground, but in a position which enabled her still to annoy the enemy. On the morning of the 12th, the troops were embarked, and the flotilla proceeded up the river, till just without gun-shot of the enemy's line of defence; and when every thing was in readiness for a night attack, Commodore Columbine received information that it was the intention of the French commandant to capitulate. At day-break on the 13th, it was discovered that the enemy had abandoned the battery and vessels, leaving their colours flying. Next morning the garrison laid down their arms and were embarked. The ordnance found mounted in the different works consisted of twenty-eight long 24-pounders, four brass mortars and howitzers, two field-pieces, and fourteen guns of smaller calibre. The only loss sustained by the navy in reducing the colony of Senegal has been stated above. On the part of the army, one officer died in consequence of intense heat, when charging the enemy in the affair of the 9th; but not a man was killed, and only one wounded.

On the 16th, the Solebay having become a wreck, Lieutenant Woodriff was appointed to the command of the Agincourt transport, for the purpose of conveying the prisoners and part of the frigate's crew to England, previously performing various duties at Senegal and Gorée, during the execution of which he had a severe attack of the fever peculiar to Africa. He returned home and struck his pendant about

the end of October *. From Mar. 24th, 1810, until Oct. 10th, 1816, he was employed as an agent of transports, on the coasts of Spain and Portugal, in the Mediterranean, and at Halifax and Quebec. Whilst on the Lisbon station, he was attached to the army at Salva-terra, upon the banks of the Tagus, about forty-five miles up the river, a considerable distance above the French lines on the opposite side, in charge of pontoons, flat-boats, and river craft, to convey the army across; and materials for constructing temporary bridges, and, if necessary, to replace those at Punkete, Abrantes, and Villa Velha. Whilst at Quebec, he had charge of the prisoner-of-war department after the death of Captain Kempt, the principal agent of transports on that station, and to execute various other extra duties required of him by the commander-in-chief upon the lakes and waters of Canada. In 1815, he was presented with a piece of plate bearing the following inscription :—

"We, the Masters of Transports serving in Canada, offer this as a mark of the esteem borne by us to Lieut. D. J. Woodriff, whilst serving under his immediate direction."

Lieutenant Woodriff also received several very gratifying letters from Commodore William Fitzwilliam Owen, of which the following are extracts :—

"*Kingston, Upper Canada, Dec.* 16*th*, 1815.

"Your exertions to save the Lady Hamilton, are highly creditable to you, and I must hope have been fully successful."

"*May* 5*th*, 1816.

"Your known zeal in the public service renders it unnecessary to urge you to spare no exertion to save the Emma or her stores †."

"*May* 20*th*, 1816.

"I have no hesitation in certifying that his Majesty's service has very materially benefited by your being at Quebec during the late winter, as being the only agent or officer of the naval department to whom I could have entrusted the duties which, during my command, have fallen to you;

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* Senegal and Gorée were evacuated by the British, agreeably to the treaty of 1814.

† Both the Lady Hamilton and the Emma were laden with ordnance stores for the use of the navy upon the lakes.

I am of opinion that his Majesty's service would have suffered very materially had you not been there. * * * * * * * * * * * * On the various occasions of service which have occurred whilst you have been serving within my command, I have had frequent occasion to express my approbation to you : these certificates of your attention may be serviceable, to shew your constant attention in the discharge of your duties with which I have on all occasions been satisfied."

On the 27th May, 1816, Major-General Sir Sidney Beckwith, K. C. B. wrote to Lieutenant Woodriff as follows :—

"In quitting my situation of Quarter-Master-General in Canada, I consider it an act of justice to the service and to yourself to bear testimony, to the zealous co-operation and support I have on all occasions experienced from you in the execution of those duties connected with my department, and I have great pleasure in stating on this occasion the satisfaction I have felt on witnessing the delicacy and attention shewn by you to the accommodation and comfort of the numerous families called from this country on the great body of troops leaving it. With very sincere wishes for your health and success, I have the honor to be, &c.

(Signed) "Sidney Beckwith."

Lastly, Lieutenant Woodriff was thus addressed by the Naval Storekeeper at Montreal, Aug. 22d. 1816 :—

"Permit me, Sir, (although a subordinate officer in his Majesty's service) as you are about to quit Quebec, to offer you the thanks of the civil naval establishment in Canada, for the cordial co-operation, prompt, able, and undivided attention, which have at all times been combined with your official zeal and abilities, in the many transactions (particularly in the lower province) which your situation as resident agent for transports, &c. rendered absolutely necessary, for the good of the public service; and believe me to be, with the highest esteem, Sir, &c.

(Signed) "J. Marks."

On the 4th Mar. 1819, Lieutenant Woodriff was appointed to the command of the Whitworth revenue cutter, stationed on the N. W. coast of Ireland, in which vessel he continued (although suffering much from rheumatism, with which he is still frequently afflicted) until Sept. 22nd, 1822, when he received a commander's commission dated four days previously.

This able officer is married and has three children. One of his brothers, John Robert, is a lieutenant in the royal navy; another, Robert Mathews, who held the same rank, died in 1822.

EDWIN LUDLOW RICH, Esq.

Fifth son of the Rev. Sir Charles Bostock Rich, Bart. LL.D. *, by Mary Frances, only daughter and sole heiress of Sir Robert Rich, of Waverly, co. Warwick, Bart., and niece to the first Earl of Ludlow.

This officer passed his examination at Portsmouth, in Nov. 1811; obtained a lieutenant's commission on the 15th Oct. 1812; served in the Volontaire frigate, Captain the Hon. George G. Waldegrave, (now Lord Radstock) from Feb. 1813, until the end of the war in 1814; and subsequently in the Falmouth 20, Commander Edward Purcell, at the Leeward Islands. He was promoted from the Surinam 18, Commander W. M'Kenzie Godfrey, to the command of the Bustard 10, at Jamaica, Sept. 24th, 1822.

Commander Rich married July 6th, 1829, Sophia, youngest daughter of Captain G. F. Angelo, of Hill, Southampton.

ALEXANDER KENNEDY (*b*), Esq.

Passed his examination at Plymouth, in May 1810; obtained a lieutenant's commission on the 25th July 1811; commanded the Hound revenue cutter (a very successful cruiser against the smugglers) in 1819 and 1820; and was promoted to his present rank, Oct. 9th, 1822.

This officer married, Feb. 2d, 1821, Elizabeth Rolleston, niece to A. Boyd, Esq. of Gostler, co. Donegal, Ireland.

EDMUND MUSGRAVE HARINGTON, Esq.

Was made a lieutenant on the 22d Jan. 1806, During the latter part of the war with France, he served as first of the Sultan 74, Captain (now Vice-Admiral) John West, on

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* Formerly Charles Bostock, Esq., who took the surname and arms of *Rich*, by virtue of the royal licence, Dec. 23d, 1790; and was created a Baronet June 21st, 1791.

the Mediterranean station. He obtained the rank of commander on the 10th Oct. 1822; and married, in 1826, Jane Anne, youngest daughter of the late Rev. Archdeacon Thomas, of Bath.

WILLIAM MORIARTY, Esq.

Was wounded while serving as midshipman of the Nymphe frigate, Captain Conway Shipley, and employed in one of her boats, commanded by Lieutenant Richard Standish Haly, in an attempt to board a French brig of war lying near Belem castle, in the river Tagus, April 23d, 1808*. He passed his examination, at Sheerness, in the summer of 1811; and was made a lieutenant into the Revenge 74, Captain Sir John Gore, on the Mediterranean station, Oct. 23d, 1813. His subsequent appointments were,—Sept. 19th, 1814, to the Tyrian sloop, Commander Augustus Baldwin; and, April 15th, 1818, to the Topaze frigate, Captain John Richard Lumley, fitting out for the East India station.

In 1820, the Topaze was sent to the Persian Gulph, for the purpose of obtaining redress for injuries which the British interests had suffered from the officers of the Imaun of Senna. She arrived off Mocha accompanied by several of the Hon. East India Company's cruisers, and a bomb vessel, on the 3d Dec., and Captain Lumley, finding that the agent on the part of the British Government had previously used every means in his power without effect, immediately resolved on bombarding the place. On the 4th, the north fort appearing to be abandoned, boats were sent to take possession of and destroy it. This enterprise, however, failed, as it proved to be still occupied, and the detachment was obliged to retreat with considerable loss. On the subsequent morning, a parley took place; and the following day two hostages were sent off to the squadron, with a promise that every demand should be acceded to in the course of a fortnight.

"It would seem," says the Vice-President in Council of

* See Suppl. Part I. p. 399.

Bombay, "that the unsuccessful result of the attack on the north fort, had led the Dolah (Fukee Hassan) and his people to suppose they were impregnable, and procrastinated their submission. The truce of fourteen days had, by one means or other, extended to twenty, which, however, allowed time for the whole of the property belonging to merchants under our protection being embarked. On the 26th, the cruisers and bomb again opened on the north fort, at day-light; it was breached, and the enemy driven out by half-past ten o'clock; and by half-past twelve, the guns were spiked, thrown out of the embrasures, and the fort blown up. From this period till the 30th, repeated messages were sent from the shore, leading to no satisfactory result. On the morning of the 30th, therefore, we commenced bombarding the south fort, which by two P. M. was taken possession of and blown up, the guns spiked, and the barrack burnt. These decisive measures were productive of the desired effect. Amier Falhullah, who had superseded Fukee Hassan, came on board the Topaze, early in the morning of the 2d Jan., produced his powers, and afforded the strongest assurances of a full admission of our demands. The late Dolah was put into close confinement, with a guard over him, and his property seized and confiscated by an express order of the Imaun, for having transmitted false accounts of the state of affairs. Hajee Futteh, another public functionary, was obliged to make a public apology for the manner in which he had treated the British representative at Mocha. Finally, on the 15th, copies of a new treaty, which had been drawn up and sent to Amier Falhullah, were returned, signed and sealed by himself and the members of his council, comprehending the whole of the Hon. Company's demands, and placing the British Factory on that respectable footing on which it ought alone to be maintained."

During the operations against Mocha, the Topaze fired upwards of 3,500 shot into the forts. Her loss consisted of Lieutenant Robert G. Atkinson (royal marines), Mr. C. P. Gill (master's mate), Mr. Francis S. Burnett (midshipman), and five seamen and marines slain; Lieutenants William

Moriarty and Charles Mayson Moncreiffe Wright, Messrs. Robert Ward and William Stephens (Admiralty midshipmen), and sixteen sailors and marines wounded. The Hon. Company's cruisers had four killed, eight wounded, and three burnt by the explosion of the mines.

Lieutenant Moriarty's promotion to the rank of commander took place on the 1st Nov. 1822. He now holds a civil appointment at Port Dalrymple, in Van Diemen's Land.

JOHN LONGCHAMP, Esq.

Obtained his first commission on the 5th Dec. 1806. During the latter part of the French war, he was senior lieutenant of the Tyrian sloop, Commander Augustus Baldwin. In Oct. 1814, he was appointed to the Boyne 98, Captain (now Sir Frederick L.) Maitland, fitting out for the Halifax station. He subsequently commanded the Watchful revenue cutter. He was promoted to his present rank on the 26th Dec. 1822; and appointed an inspecting commander of the coast guard, Feb. 28th, 1823.

JAMES BRASIER, Esq.

Entered the royal navy in 1799; and was a midshipman in the squadron under Captain John Loring, at the evacuation of Cape François, in the island of St. Domingo, by the French troops under General Rochambeau, in Nov. 1803. He obtained the rank of lieutenant in June 1807; and a commander's commission on the 26th Dec. 1822; was appointed to the Vernon 50, fitting out for the flag of Sir George Cockburn, Dec. 20th, 1832; invalided from that ship on the 26th April, 1833; and is now serving in the Caledonia 120, Captain Thomas Brown, on the Mediterranean station.

JOSEPH SOADY, Esq.

Was born about the year 1788, and made lieutenant on the 17th Aug. 1807. The following account of an unfortunate occurrence which took place in Basque Roads on the 27th Dec. 1811, is extracted from the Naval Chronicle, vol. 27, p. 65, *et seq.*:

"The boats of the Conquestador 74 (Captain Lord William Stuart), and Colossus 74 (Captain Thomas Alexander), under the command of Lieutenants Stackpoole and Soady, attacked an enemy's convoy passing alongshore from the northward, and would have accomplished its capture or destruction, had not the wind suddenly shifted from N. W. to W. S. W. just as the boats were to the southward of Chatillon reef. This shifting of the wind enabled the convoying vessels, consisting of three gun-brigs, an armed lugger, and several pinnaces, to attack the boats, the crews of which made several gallant attempts to board their opponents, but the superiority of numbers on the part of the enemy rendered every effort ineffectual. Undaunted by this superiority and the galling fire from several batteries around them, our noble tars, disdaining to surrender to the gun-brigs, pulled coolly towards the shore, where they were taken prisoners, 104 in number, except those in the boat with Lieutenant Soady, who most miraculously escaped. The Conquestador and a gun-brig were under weigh near the scene of action, and witnessed every part of it, without being able to give our brave fellows the least assistance. Soon afterwards the weather moderated, when a flag of truce was sent into Rochelle, to request that the French commodore would allow clothes, &c. to be sent to the prisoners, and give information as to the number of men killed and wounded. He politely replied, that he had no objection to the clothes, &c. being sent, and was happy to say that no more than four or five had fallen, amongst whom was a master's-mate, commanding one of the boats. He also expressed his astonishment that so few should have fallen; and intimated that the prisoners were in the hands of men who would treat them well, in consequence of the determined bravery they had exhibited. A subscription was immediately set on foot in the Colossus, Conquestador, and Arrow schooner, by which a considerable sum was raised, and sent in with the clothes to Rochelle."

About the same time, Lieutenant Soady assisted at the capture and destruction of seven vessels to the southward of Isle d'Aix. His next appointment was, Sept. 4th, 1812, to the Surprise 38, in which frigate he served under Captains

Sir Thomas John Cochrane and George W. H. Knight, on the West India, African, and other stations, until the cessation of hostilities with America in 1815 *. He was on board the Superb 74, Captain (now Sir Charles) Ekins, at the battle of Algiers, Aug. 27th, 1816; appointed to the Revolutionnaire frigate, Captain the Hon. Fleetwood Pellew, Oct. 9th, 1818; promoted to his present rank Dec. 26th, 1822; and selected to superintend the shipping belonging to the ordnance department, with a salary and allowance of 553*l.* per annum, July 9th, 1830.

This officer married, Aug. 29th, 1822, Rosetta, third daughter of the late Mr. Gray, surgeon, of Kingsand, co. Cornwall.

EDMUND WILLIAMS GILBERT, Esq.

Was made a lieutenant on the 29th Sept. 1808, and served as second of the Glasgow frigate, Captain the Hon. Anthony Maitland, at the battle of Algiers, Aug. 27th, 1816, on which occasion he was wounded. He obtained his present rank in Dec. 1822; and is now inspecting commander of the coast guard at Ballycastle, in Ireland.

HENRY KENT, Esq.

Youngest son of the late John Kent, Esq., many years a purser in the navy, and steward of the royal naval hospital at Plymouth †.

This officer was born at Glasgow, and first went to sea as midshipman on board the Goliah 74, in which ship he served under Captains Charles Brisbane and Robert Barton, principally employed off Rochefort and Ferrol, from the early part of 1803 until Feb. 1806. Whilst on the latter station he assisted at the capture of two French corvettes, having on

* See Suppl. Part I. p. 136; and Part III. p. 356.
† See Vol. IV. Part I. p. 354.

board part of the crew of H. M. late ship Blanche, taken by the enemy in July 1805 *.

Mr. Henry Kent next joined the Revolutionnaire frigate, Captain Charles Fielding; and, in May 1807, the Hussar 38, Captain Robert Lloyd, which latter ship was present at the bombardment of Copenhagen, and afterwards sent to the West Indies, where she captured four letters of marque, from Guadaloupe bound to Bourdeaux. In June 1809, he was appointed acting lieutenant of the Horatio frigate, Captain (now Sir George) Scott; and in Aug. 1810, we find him removed to the Fantome sloop, Captain John Lawrence, under whom he served on the North Sea station, and on the coasts of Spain and North America, until Jan. 1814. On quitting that vessel, he received the following handsome testimonial of conduct:—

"These are to certify my Lords Commissioners of the Admiralty, that Lieutenant Henry Kent served on board H. M. sloop Fantome, under my command, from the 4th Aug. 1810, to the 21st Jan. 1814, during which period he distinguished himself as a brave and meritorious officer, particularly in the different attacks made on the enemy's works in Chesapeake Bay, and further that he volunteered from the said sloop to serve on the Lakes of Canada, with a zeal highly creditable to himself and worthy of imitation, being in the severity of the winter, and having a distance of nearly *one thousand miles* to march over an uninhabited country, covered with snow and woods: these circumstances will, I respectfully hope, entitle him to their Lordships' favourable consideration.

(Signed) "JOHN LAWRENCE."

At the same time Captain Lawrence wrote to Commodore Sir James Lucas Yeo, commanding on the lakes, as follows:—

"Sir,—Although I have not the honor to be personally known to you, yet the interest I take in behalf of Lieutenant Kent, detached from H. M. sloop under my command, will I trust ensure me your pardon in stating that, as he has served nearly three years and a half with me, I know his value. He is an active, zealous, and clever officer, and whom I beg strongly to recommend to your protection. I have the honor to be, &c. (Signed) "JOHN LAWRENCE."

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* See Vol. II. Part I. p. 309.

Up to this period, our naval force on the Canadian Lakes consisted of corvettes, brigs, and schooners; but the Americans, with their natural promptitude in military affairs, having begun to construct two frigates at Sackett's harbour, Sir James L. Yeo lost no time in laying the keels of two frigates, and every exertion was made to complete them by the breaking up of the ice. Volunteers from the ships on the coast were called for to man them; and such an appeal to British sailors was not in vain, as will be seen by Lieutenant Kent's account of his march from St John's, New Brunswick, to Kingston, on Lake Ontario, dated at the latter place, June 20th, 1814:—

"We left Halifax in the Fantome, on the 22d January last, cheered by a large concourse of the inhabitants, and arrived at St. John's on the 26th, making a passage of four days, the weather extremely bad: the brig appeared a complete mass of ice, it freezing as fast as the sea broke over us. The inhabitants of St. John's came forward in the most handsome manner in a subscription to forward us in sleighs to Fredericksto, the seat of government, a distance of eighty miles. The volunteer seamen from the Fantome, Manly, and Thistle were divided into three divisions, each of seventy men, the first under Captain Collier, of the Manly, the second under Lieutenant Russel, and the third under myself. On the 29th of January, the first division proceeded about nine in the morning, and in the afternoon the second followed; the next morning I disembarked, the rigging of all the ships being manned, and the crews cheering us. On landing, we were received by the band of the 8th regiment, and a large concourse of people, who escorted us to the sleighs, when we set off at full speed. In eight hours we went fifty miles, and then halted for the night, at a small house on the banks of the river; started again in the morning, reached Fredericksto in the afternoon, and found the other divisions halted there. The seamen were lodged in a barrack, which was walled in, but they soon scaled the walls and got scattered about the town. Having their pockets well lined with prize-money, they were anxious to lighten them, thinking this was the last opportunity they would have of enjoying themselves *. After collecting them again, they were formed into two divisions, the first under Captain Collier's command, the second under mine, as being the senior lieutenant. From Fredericksto we continued on the ice of the river St. John, except in

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* Many of the petty officers had upwards of 300*l.* in their possession when they left Halifax.

places where, from shoals, it was thrown up in heaps. The country, after leaving Frederickston, is but thinly inhabited; a settlement you may see occasionally, but never more than three houses together. I kept always in the wake of the first division, halting where they had the day before. On the third evening, at the house where I halted, I found the master of the Thistle a corpse, having died with intense cold. On the 7th of February I reached Presque Isle, where there is a barrack and dépôt for provisions, but no houses near it: this place is eighty-two miles from Frederickston. Discharged the sleighs, and began making preparations for our march, being furnished with a pair of snow-shoes and two pair of moccasans each person; a toboggin, or hand-sleigh, between every four men, and a camp kettle for every twelve, with axes and tinder-box.

"At day-break on the 8th of February, we commenced lashing our provisions on the toboggins, and at eight o'clock commenced our march. We proceeded daily from fifteen to twenty-two miles, and though that appears but a little distance, yet, with the snow up to our knees, it was as much as any man could do. The first night we reached two small Indian wigwams, the next the same accommodation, and the third slept in the woods. On the fourth reached the Great Falls, and next day a small French settlement on Grande Riviere. The march from it to Madawaska, another French settlement, was beyond any thing you can conceive; it blew a gale of wind from the northward, and the drift of snow was so great it was almost impossible to discern a man a hundred yards distant: before I got half-way, the men lay down, saying they could not possibly go further. I endeavoured, by every persuasion, to cheer them, and succeeded in getting about one-half to accompany me. We reached it about nine o'clock at night, almost fainting, a distance of twenty-one miles. The following morning, got the men all collected, but out of 110 only ten able to proceed on the march; I was therefore obliged to halt for a day to recruit them. The next morning, renewed our march, leaving a midshipman and twelve men behind, chiefly frost-bitten. The three following nights, slept in the woods, after going each day about fifteen miles on the river Madawaska, where, finding the ice in many places broken through, I made the men take the banks of the river. On the 18th of February, crossed the Lake Tamasquata: it was here we were apprehensive of being cut off by the enemy, being in the territory of the United States; however, we did not fall in with them. On the 19th, commenced our march across the Grande Portage, or neck of land between the above lake and the river St. Lawrence; this was dreadfully fatiguing, continually marching up and down hill, and the snow upwards of five feet deep; got half way through this night, and again slept in the woods. On the 20th, ascending a high hill, the St. Lawrence opened to our view, when a general exclamation of joy was followed by three cheers at the enlivening sight of our native element.

In the afternoon, reached Riviere De Caps, a French village about three miles distant. The next day, procured carioles for all the men to Kamaraska, a fishing village, 478 miles from Kingston, which space we were obliged to traverse the whole way on foot. On the 24th, reached St. Rocques; on the 25th, la Forte; 26th, St. Thomas; 27th, Berthier, and 28th, Point Levy, opposite Quebec. On the following morning, launched canoes through the broken ice, and crossed over to the city. In attempting to launch one, I fell through up to my neck, and was two hours before I could get my clothes shifted. Took shelter on board the Æolus frigate and Indian sloop, frozen up in Wolfe's Cove, and, after a comfortable meal, allowed all hands a cruise on shore for twenty-four hours.

"The first day of our march from Quebec, we stopped for the night at St. Augustine; on the 3d, at Cape Sante; 4th, at Grondines; 5th, at Baptisca; 6th, three miles beyond Trois Rivieres; 7th, at Machiche; 8th, at Masquinonge; 9th, at Berthier; 10th, at La Valtre; and 11th, at Reperrigue. Next morning we marched through Montreal to La Chiene. On passing the monument erected to the memory of Nelson, halted, and gave three cheers, which much pleased the inhabitants. We were eleven days performing the journey from Montreal to Kingston, a distance of 190 miles: the places where we stopped I have not noted, as we seldom found a village, but mostly scattered houses, inhabited by people of all nations. We passed several tremendous rapids; the Long Sou in particular, which was most awfully grand to look at. We likewise passed Chrystler's Farm, where Colonel Morrison, with a mere handful of men, defeated General Wilkinson's army. On the 22d of March we reached Kingston, were lodged in a block-house, and allowed four days to recruit. The officers and seamen of the squadron were drawn out to receive us with three cheers. In a few days I joined the Princess Charlotte 42, Captain (now Sir William Howe) Mulcaster, as first lieutenant."

On the second day of his march from Presque Isle, Lieutenant Kent had a severe fall on the ice, by which he broke the bone of the fore finger of his right hand, between the knuckle and the wrist, so that for five weeks he had his hand in splints; nor did the bone unite until after his arrival at Kingston. At the subsequent attack of Oswego, the official account of which is given in Suppl. Part. II. p. 215, *et seq.*, he commanded the Princess Charlotte in the absence of her gallant captain, who was dangerously wounded while in the act of storming the Yankee fort, at the head of 200 seamen. The following testimonial will shew how high he stood in the estimation of that distinguished officer:—

"These are to certify my Lords Commissioners of the Admiralty, that Lieutenant Henry Kent, when serving on the Lakes of Canada, was appointed by Commodore Sir James L. Yeo senior lieutenant of H. M. ship Princess Charlotte, under my command, *then on the stocks*, and his exertions in aid of completing the building of that ship—in preparing her rigging and stores—in launching and fitting her for service—were of the most officerlike, active, unremitting, and strenuous nature; and mainly contributed to enable the ship to join the expedition to Oswego, in May 1814; and I further certify, that his conduct in the attack of Oswego was that of a most zealous, brave, and intelligent officer; and I consider his devotion to the service of that nature that their Lordships may place entire confidence in him.

(Signed) "Wm. Howe Mulcaster."

After landing the troops and wounded men of the squadron at Kingston, the Princess Charlotte and her consorts made several diversions along the enemy's shore, but nothing decisive took place on Lake Ontario during the remainder of the campaign. At the close of the war, Lieutenant Kent commanded a division of flotilla; and in the spring of 1815, he was sent to Chippewa, above the falls of Niagara, with 120 artificers and 30 marines, to assist in constructing two large schooners, the "Tecumseh" and "Newash," for the protection of our settlements on Lake Erie. These vessels were laid down in the beginning of May, and launched on the 7th August; at which period Commodore Sir Edward W. C. R. Owen, paid the building party a visit, expressed himself much pleased with their exertions, and offered Lieutenant Kent a lucrative civil appointment; on declining which he was placed in command of the Tecumseh, mounting two long 24-pounders on pivots, and four carronades of the same calibre, with a complement of fifty men. After making two or three trips from one garrison to the other on Lake Erie, he passed a dreary winter in Grand River, both shores of which being dismal swamps, and his nearest neighbours the Six Nations, who settled in Canada during the revolutionary war. In the spring of 1816, he had much difficulty in getting the Tecumsehover the bar, there being but five feet two inches water thereon, and her light draught seven and a half; this task, however, was accomplished after six days' hard labour, by

heaving the vessel over on her bilge, with empty puncheons under her. During the summer of that year she was employed in carrying troops and supplies to the different garrisons. In Nov. we find her rated a sloop of war, and Lieutenant Kent appointed to the command of her sister vessel, the Newash, then in Mohawk bay. From thence he proceeded, with the Tecumseh under his orders, to the Deep Hole, Turkey Point, in which isolated situation both schooners remained at anchor upwards of four months.

In April 1817, Lieutenant Kent pushed through the ice to Amherstburg and Fort Erie, where he took under his orders two other schooners, and embarked several companies of the 70th regiment, destined to Drummond's Island, Lake Huron, where they were landed in June following. He then proceeded through the Straits of Nancy to Nattawasanga and Penetenguishene, at which latter place he arrived on the 22d of that month. Three days afterwards despatches arrived over land, by which he found himself appointed superintendant of the naval dépôt then about to be established there, and also a magistrate for the district. The former was thus announced to him by Commodore Sir Robert Hall:—

"*Kingston, Lake Ontario, 3d June,* 1817.

"Sir,—Being fully aware of your zeal and ability, I have selected you for the superintendence of the naval establishment at Penetenguishene, on Lake Huron, and I inclose you your appointment.

(Signed) "Robert Hall."

Penetenguishene harbour, one of the finest in the world, is situated in the midst of an impenetrable forest, upwards of 100 miles from any habitation. At this place, with twenty artificers, thirty seamen, and a few soldiers at his disposal, Lieutenant Kent commenced the new settlement by constructing suitable buildings for officers and men, in the mean time messing and sleeping under canvas. He afterwards erected storehouses and workshops, made a careening wharf, and continued busily employed until attacked with fever and ague in the beginning of 1819. During his illness, which lasted eight months, he was reduced to a mere skeleton. In consequence thereof he removed to the naval establishment on

Lake Champlain, and remained there from Sept. 1819, until the fall of 1822, when he returned home with his officers and men, after an absence of ten years. His promotion to the rank of commander took place Dec. 26th, 1822, since which he has every year applied for employment, but without success.

This officer married, Aug. 24th, 1824, his first cousin, Eliza, relict of the late James Charles Grant, Esq. of Burton Crescent, London, and eldest daughter of Captain William Kent, who died in the command of the Union 98, on the Mediterranean station, in 1812. His two eldest brothers are commanders in the royal navy.

THOMAS BUSHBY, Esq.

Passed his examination for lieutenant at Sheerness, in Dec. 1810; obtained his first commission on the 16th Aug. 1811; served in the Herald 20, Captain Clement Milward, at the close of the war with France; and was promoted to the rank of commander, Dec. 26th, 1822. He is now employed in the coast guard service, at Kingstown, Ireland.

CHARLES STUART COCHRANE, Esq.

Obtained the rank of lieutenant in Sept. 1816; and subsequently served on board the Andromache frigate, Icarus sloop, and Superb 78, the latter ship bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. On the 29th Aug. 1820, when returning from a short excursion on shore, in company with his brother officer and messmate, the Hon. Henry Finch, he was attacked by some armed Guachos *, for the purpose of robbery, and after a sharp struggle, most severely wounded. His companion was left dead on the spot. He was appointed flag-lieutenant to the Hon. Sir Alexander I. Cochrane, commander-in-chief at Plymouth, Feb. 1st, 1821; and promoted to his present rank, Dec. 26th, 1822.

* Paysanos of that country.

MARK JOHN CURRIE, Esq.

Harbour Master at Swan River.

This officer passed his examination at Portsmouth about July 1814; obtained his first commission on the 23d Sept. following; and was promoted to his present rank, while serving on the East India station, Jan. 9th, 1823. He married, Jan. 14th, 1829, Jane, third daughter of the late Charles Boynton Wood, Esq.

WILLIAM BOXER, Esq.

Brother to Captains James and Edward Boxer, R. N. He was made a lieutenant on the 30th April, 1810; and promoted to his present rank Jan. 15th, 1823, for great exertions in the suppression of smuggling on the coast of Sussex. He is now inspecting commander of the coast guard at Dunfanhagy, in Ireland.

ARTHUR MORRELL, Esq.

Son of a deceased naval lieutenant, and brother to Commander John Arthur Morrell.

This officer passed his examination about April 1808; btained his first commission on the 28th July, 1809; served for some time on board the Ocean 98, Captain Robert Plampin; and for upwards of four years, as first lieutenant of the Termagant 20, successively commanded by the late Captains John Lampen Manley and Charles Shaw, on the Mediterranean and East India stations. In that ship he was present at the capture of Genoa, in April 1814. His next appointment was, in Jan. 1818, to the Dorothea hired ship, Captain David Buchan, fitting out for the discovery of a northern communication between the Atlantic and Pacific Oceans. The result of that enterprise will be seen by reference to Vol. III. Part I. pp. 86–89. He subsequently served as first lieutenant of the Revolutionnaire frigate, Captain the Hon. Fleet-

wood B. R. Pellew, on the Mediterranean station, from whence he returned home in June 1822. His commission as commander bears date April 18th, 1823. He married, Feb. 6th, 1820, a daughter of Mr. William Reid, first pay clerk for wages at Devonport dockyard.

ROBERT SCALLON, Esq.

Was made a lieutenant on the 23d June, 1798; and promoted to the rank of commander May 15th, 1823. He married Rebecca, daughter of Mr. Saward, of Thorp Hall, Prittlewell, Essex, and sister to the wife of Commander Charles Houlton, K. H.*

ROBERT HAGAN, Esq.

Passed his examination, at Plymouth, about May 1814; obtained his first commission on 25th Oct. 1816; and was appointed to the command of the Thistle gun-brig, fitting out for the African station, May 20th, 1819. With only the means which the command of this small vessel gave him, he captured and released from slavery upwards of four thousand persons. Previous to his departure from the coast, the Members of Council and Foreign Judges at Sierra Leone, addressed a letter of thanks to him for his unwearied exertions and gallant conduct in that quarter; and accompanied it with a piece of plate, as a token of their esteem. The merchants, traders, and inhabitants of the colony, manifested their regard by presenting him with a similar address, and a sword value 100 guineas. He returned home, paid off the Thistle, and was promoted to the rank of commander in May 1823. This officer is now employed in the Irish coast guard service.

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* *Erratum.*—Vol. IV. Part I. last line, *dele* Esq.

ANDREW FORBES, Esq.

Served as midshipman under Captains Lord Cochrane and Thomas Rogers, in the Imperieuse frigate and Kent 74, on the Mediterranean station; passed his examination, at Plymouth, in Jan. 1813; obtained his first commission on the 17th Feb. 1815; was appointed to the Tyne 26, Captain James Kearney White, fitting out for the West India station, Feb. 18th, 1821; removed to the Scout 18, Captain James Wigston, July 5th, 1822; and promoted to the command of the Thracian sloop, June 16th, 1823.

RAWDON MACLEAN, Esq.

Was wounded whilst serving as midshipman on board the Colossus 74, Captain James N. Morris, at the memorable battle of Trafalgar. He was made a lieutenant on the 7th July, 1806; and promoted to his present rank, whilst serving as first of the Gloucester 74, Commodore Sir Edward W. C. R. Owen, on the West India station, July 1st, 1823.

EDWARD HINTON SCOTT, Esq.

Was made a lieutenant on the 12th June 1807; appointed to the Orlando frigate, Captain John Clavell, fitting out for the Mediterranean station, June 19th, 1811; re-appointed to the same ship, destined to China, Aug. 17th, 1815; turned over to the Malabar 74, in the East Indies, about the close of 1818; and paid off from her towards the end of 1819. In a letter written by Captain Clavell we find the following passage:—"Mr. Edward Hinton Scott was my first lieutenant for several years, and the service has not a better officer." The manner in which he was employed will be seen by reference to Suppl. Part IV. pp. 441—443.

On the 23d Aug. 1820, Lieutenant Scott was appointed to

the Cambrian 48, Captain Gawen William Hamilton, under whom he was serving, in the Mediterranean, when promoted to the rank of commander, by Sir Graham Moore, July 18th, 1823.

RICHARD DOUGLAS, Esq.

Son of the late Mr. John Douglas, master-attendant of Sheerness dock-yard.

This officer passed his examination in Aug. 1808; obtained his first commission on the 18th Sept. 1809; served under Captain (now Rear-Admiral) M'Kinley, in the Bellona 74, at the close of the French war; and subsequently in the Bulwark 76, flag-ship of Sir Charles Rowley; was appointed to the coast blockade service, under Captain William M'Culloch, Nov. 20th, 1820; promoted to his present rank, in commemoration of the opening of the new basin and dock at Sheerness, Sept 5th, 1823; and appointed an inspecting commander of the coast guard, April 6th, 1831. His first wife died at Mutley, co. Devon, in 1825. He married, 2dly, Sept. 22d, 1830, Jemima, daughter of W. Winchester, Esq. of Stoke, near Plymouth.

GEORGE PIERCE, Esq.

Entered the royal navy in 1803; and served five years of his time as midshipman under Captain (afterwards Vice-Admiral) William Bedford, in the Thunderer 74, Hibernia 110, bearing the flag of Lord Gardner, and Prince of Wales 98, flag-ship of Admiral Gambier at the attack on Copenhagen. He next joined the Apelles sloop, Captain Thomas Oliver, and was master's-mate of that vessel in the expedition to Walcheren. After passing his examination, in Oct. 1809, he was sent out to the Leeward Islands on promotion; but in consequence of Lord Mulgrave leaving the Admiralty, he continued serving without advancement, in the flag-ships of Sir Alexander I. Cochrane and Sir Francis Laforey, until

Mar. 21st, 1812, when the Right Hon. Charles Yorke was pleased to grant him a commission. On the 1st Oct. following he was appointed to the Mulgrave 74, Captain Thomas James Maling, under whom he served off Cherbourg and in the Mediterranean until the summer of 1814. On the 1st October in that year, he was appointed to the Comus 22, Captain John Tailour, in which ship he proceeded to Africa, and was there very actively engaged in the suppression of the slave trade. The Comus appears to have been the first man-of-war that ever ascended the new Calabar river as high as Duke's Town, where her boats captured seven Spanish and Portuguese vessels with 550 slaves embarked, after a determined resistance and much bloodshed.

In July 1816, Mr. Pierce became first lieutenant of the Beelzebub bomb, Captain William Kempthorne, at Plymouth, which ship had top-gallant yards across on the seventh day after her being commissioned. At the battle of Algiers, in the following month, her large mortar was fired once in every ten minutes.

Lieutenant Pierce was next appointed to the Tonnant 80, flag-ship of Sir Benjamin Hallowell, at Cork; and on her being paid off, in 1818, he joined the Windsor Castle 74, Captain Thomas Gordon Caulfield. He subsequently served as first of the Bulwark 76, Gloucester 74, and Prince Regent 120, successively bearing the flag of Sir Benjamin Hallowell, in the river Medway, where he continued until advanced to the rank of commander, Sept. 5th, 1823. On the day previous to his promotion, he had acted as aide-de-camp to Viscount Melville, on the occasion of opening the new basin and dock at Sheerness. He is now inspecting commander of the coast guard at Dunmore, in Ireland.

ROBERT WILLCOX, Esq.

Obtained his first commission on the 16th of May, 1809; served during the last year of the French war on

board the Pembroke 74, Captain (afterwards Sir James) Brisbane; and was promoted to his present rank, from the Prince Regent yacht, Sept 6th, 1823.

ROBERT FAIR, Esq.

Knight of the Royal Hanoverian Guelphic Order.

This officer is a native of county Cork. We first find him serving as master of the Amethyst frigate, Captain (afterwards Sir Michael) Seymour, by whom he was most highly spoken of for his conduct at the capture of the French 44-gun frigates Thetis and Niemen, Nov. 10th, 1808, and April 6th, 1809*. He obtained the rank of lieutenant on the 1st July in the latter year; and was appointed to the command of the Locust gun-brig, Nov. 23d, 1811. In the following month, he drove on shore, near Calais, a French national brig, which, from the violence of the surf, was beaten to pieces.

The Locust was paid off in July 1814, and Lieutenant Fair appointed to the Tay 24, Captain William Robilliard, on the 5th Sept. following. He subsequently commanded the Griper revenue cruiser; received a handsome sword from Lloyd's for his humane and meritorious conduct on some particular occasion; and was promoted to his present rank from the Royal Sovereign yacht, Sept. 6th, 1823. The Guelphic order was conferred upon him in 1834.

CHARLES FRASER, Esq.

Obtained the rank of lieutenant in July 1804; served as such under Captains Phipps Hornby and Samuel Warren, in the Stag frigate and Bulwark 76; subsequently commanded the Mermaid revenue cruiser; and was promoted to his present rank Sept. 29th, 1823. He married, in July 1832, Miss Mary Elizabeth Fraser, of Chichester.

* See Vol. II. Part I. p. 295, *et seq.*

EVAN NEPEAN, Esq.

Was wrecked in the Hussar frigate, and taken prisoner while serving as midshipman under the present Vice-Admiral Stephens, in Feb. 1804 *. From this period to the end of the French war, he remained in captivity. He was made a lieutenant on the 13th Feb. 1815; appointed to the Liffey 50, Commodore Charles Grant, fitting out for the East India station, Oct. 22d, 1821; and promoted to the rank of commander, Oct. 22d, 1823. This officer married, June 7th, 1825, Mary, eldest daughter of Captain Stuart, R. N.

WILLIAM PRICE HAMILTON, Esq.

Entered the royal navy in 1810; and was appointed flag-lieutenant to Sir Henry Blackwood, commander in chief on the East India station, Aug. 20th, 1820; removed from the Leander 50 to the Topaze 46, Captain Charles Richardson, July 29th, 1821; promoted to the rank of commander Nov. 13th, 1823; and appointed to the Comus sloop, fitting out for the West India and North American station, Oct. 31st, 1832. He married, in 1831, Harriet, only daughter of the late R. H. Faulconer, of Lewes, co. Sussex.

GEORGE HILLIER, Esq.

Son of a deceased warrant officer, and brother to Commander C. W. Hillier. He was made a lieutenant on the 16th Jan. 1798; and served with great credit, under Sir W. Sidney Smith, at the defence of St. Jean d'Acre, in March, April, and May, 1799. During the siege of that Syrian fortress, he was removed from the Alliance 44, armed *en flûte*, to the Tigre 80, bearing the broad pendant of that chivalrous officer, with whom we find him visiting the Holy

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* See Suppl. Part IV. p. 232, *et seq.*

City, in June, 1800; a journal of his excursion from Jaffa to Jerusalem, is given in the Naval Chronicle, vol. 23, p. 297, *et seq.* On the memorable 8th, 13th, and 21st of March, 1801, he was attached to the heroic army under Abercromby, and "conducted himself to the entire satisfaction" of Sir W. Sidney Smith, commanding the seamen on shore*. At the close of the Egyptian campaign, he was presented with the Turkish gold medal. His promotion to the rank of commander did not take place, however, until Jan. 21st, 1824.

RICHARD MEREDITH, Esq.

Entered the royal navy in 1799; obtained his first commission on the 15th Aug. 1806; and served, during the peace, as senior lieutenant of the Northumberland 78, and Cambridge 82, under the command of Captain Thomas James Maling, the latter ship employed on the South American station. He was promoted to the rank of commander on the 16th Mar. 1824; and appointed to the Pelorus sloop, fitting out for the suppression of the African slave-trade, Sept. 26th, 1831. The following is taken from the Hampshire Telegraph:—

"A court-martial was held on Monday," June 16th, 1834, "on Lieutenant Philip De Sausmarez, of H. M. sloop Pelorus, on the following charge preferred against him by Commander Meredith, viz.—For having, on the 18th of April, 1832, whilst in charge of the Segunda Teresa, slave-brig, punished Francis Brown, with twenty-four lashes, for neglect of duty, contrary to the general rules of the service, and in opposition to the written orders of Commander Meredith. It appeared from the evidence, that Lieutenant De Sausmarez was surrounded by a disrespectful and even mutinous crew; that Francis Brown, the seaman who was punished, was most conspicuously so; that on being ordered by Lieut. De Sausmarez to put the helm up he refused to do so, and on the order being repeated to him, he said he could steer a ship as well as he (the lieutenant) could. That, on another occasion, being sent ashore on duty, by the officer of the watch, he did not return to the ship until seve-

* See Vol. II. Part II. p. 852, *et seq.*

ral hours after he ought to have done so, and then he refused to take the quarter-master (Price) off to the schooner, though ordered to do so.—Lieut. De Sausmarez, in his defence, commented on the insubordinate state of the crew, and on the evident necessity there was, that he should make an example of Brown, but whose punishment he did not resolve upon until he had consulted with Lieut. Huntly, then the senior officer at Sierra Leone, who not only concurred in opinion, but sent the boatswain's mate and marines of his own vessel (the Lynx), to carry the punishment into execution. The Court decided that, under the circumstances, Lieut. De Sausmarez was justified in having had recourse to such punishment, and therefore acquitted him. The President, Sir Frederick L. Maitland, K. C. B.," (Admiral-Superintendent of Portsmouth dock-yard) "then returned Lieutenant De Sausmarez his sword, saying, 'I have great pleasure in returning you your sword, and in saying that nothing whatever has appeared to affect your character on this occasion.'—*Lieutenant De Sausmarez had been under arrest eighteen months upon this charge!*"

PETER WYBERGH, Esq.

Was made a lieutenant into the Prince of Wales 98, Captain (now Vice-Admiral) John Erskine Douglas, on the Mediterranean station, May 18th, 1814; appointed to the Briseis sloop, Captain W. R. Jackson, Sept. 19th in the same year; and subsequently served under the flag of Sir Graham Moore, on board the Rochfort 80. He obtained the rank of commander on the 31st Mar. 1824; and married, in 1828, Jane, second daughter of the late Archibald Tod, Esq., of Drygrange, co. Cumberland.

FREDERICK AUGUSTUS WILKINSON, Esq.

Second son of the Rev. W. Wilkinson, rector of Redgrave, Suffolk; and nephew to Sir John Osborne, Bart., formerly a Lord of the Admiralty, and M. P. for Bedfordshire.

This officer served as midshipman on board the Conqueror 74, bearing the flag of Rear-Admiral Plampin, and was promoted from that ship into the Sappho sloop, at St. Helena, Oct. 5th, 1819. His next appointment was, July 26th,

1820, to the Cambrian frigate, Captain Gawen W. Hamilton, fitting out for the Mediterranean station. He obtained the rank of commander Mar. 31st, 1824; and married, Feb. 9th, 1830, Emma Maria, third daughter of the late H. Bowles, Esq., of Cuckfield, Sussex.

SAMUEL EDWARD COOK, Esq.

Knight of the Royal Portuguese Order of the Tower and Sword.

Only son of the Rev. James Cook, of Newton Hall, Northumberland.

This officer was made a lieutenant on the 10th June, 1809. We first find him serving on board the Swallow sloop, Captain Edward Reynolds Sibly, and commanding her boats at the capture of a French armed brig, on the Mediterranean station. The following is a copy of the official letter written on that occasion :—

"*H. M. sloop Swallow, at sea, Sept. 16th*, 1813.

"Sir,—Being well in-shore, at day-light this morning, between the Tiber and D'Anzo, a brig and xebec were discovered between us and the latter harbour. Having light baffling winds at the time from the eastward, I thought the boats would have a chance of reaching them before they got into port, and three were accordingly despatched, under the direction of Lieutenant Samuel Edward Cook (first of the Swallow), assisted by Mr. Thomas Cole, mate, and Mr. Henry Thomas, midshipman, and, after a row of two hours, they came up with and brought out, from close under D'Anzo, (from whence numerous boats, besides two gun-vessels, had been sent to her assistance, and kept her in tow till the moment of our boats boarding) the French brig Guerriere, of four guns, with sixty stand of small arms. There could not have been more steady cool bravery displayed than on this occasion. Lieutenant Cook speaks in the highest terms of every person with him. I am sorry to say his loss has been severe, having had two seamen killed and four severely wounded in his boat. The enemy escaped over the bow as our men were boarding on the quarter, therefore I have not been enabled to ascertain the number that defended her, or their loss. The xebec, which also mounted four guns, succeeded in getting into D'Anzo. I have the honor to be, &c. (Signed) "E. R. Sibly, Commander."

"*Hon. Captain Duncan, H. M. S. Imperieuse.*"

Lieutenant Cook subsequently served as first of the Nic-

men 28, Captain Sibly, and Windsor Castle 74, Captain (now Sir Charles) Dashwood, to which latter ship he was re-appointed on the 4th Jan. 1822. His promotion to the rank of commander took place June 3d, 1824, at the earnest request of King John of Portugal, by whom he had just before been presented with the above-mentioned order, with the insignia set in diamonds, on his resumption of the regal authority at Lisbon, after a temporary sojourn on board the Windsor Castle.

Commander Cook is the author of "Sketches in Spain, during the years 1829—32." This work appears to be valuable for its historical details, and is thus noticed in the Naval and Military Gazette:—

"These sketches are the result of a three years' residence in Spain, during which the author visited some of the most interesting portions of that country, and indeed places but little noticed by other travellers. The subjects to which he appears to have directed attention are, the government of Spain; the military and civil branches of administration; the ecclesiastical establishment; the manners of the people; the fine arts, and natural history. These are treated with much good sense; and though the language is not the most correct or polished, still the descriptions are full of interest, and we have no doubt that they are authentic."

This officer married, in 1832, Dorothy, youngest daughter of the late Alexander Davison, Esq., of Swarland Park, co. Northumberland.

ROBERT CONTART M'CREA, Esq.

Served as midshipman under the flag of Sir James (now Lord De) Saumarez, on the Baltic station; passed his examination, at Portsmouth, in Feb. 1812; obtained his first commission on the 20th Nov. following; and was appointed to the Amphion frigate, Captain James P. Stewart, on the North Sea station, May 5th, 1813*. He commanded the Scourge revenue cruiser, and was very actively and successfully employed against the smugglers, in 1818, 1819, and

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* See Suppl. Part III. p. 35, *et seq.*

1820. His promotion to the rank of commander took place on the 4th June, 1824. He sailed for the Cape of Good Hope, in the Zebra sloop, Sept. 24th, 1834.

GEORGE THOMAS GOOCH, Esq.

Third son of the late Venerable Archdeacon Gooch (brother to the late Sir Thomas Gooch, Bart.), by Barbara, daughter of Ralph Sneyd, Esq., of Keele Hall, co. Stafford, and grand-daughter of Sir Walter Bagot, Bart., father of the first Lord Bagot.

This officer was born at Saxlingham rectory, co. Norfolk, Jan. 27th, 1797; and entered the royal navy in June 1810, as midshipman on board the Amelia frigate, Captain the Hon. Frederick P. Irby, under whom he served until that ship was paid off in April 1813. During this period he saw much active service on the Channel and African stations, and was wounded in the sanguinary action between the Amelia and l'Aréthuse French frigate, an account of which is given in Vol. II. Part I. p. 492, *et seq.* He afterwards successively joined the Rippon 74, Captain Sir Christopher Cole, employed off Rochefort *; the Mæander 38, Captain John Bastard; and Conqueror 74, flag-ship of Rear-Admiral Plampin, at St. Helena, where he was promoted into the Racoon 26, Captain James Wallis, July 14th, 1818. His subsequent appointments were, Nov. 12th, 1819, to the Vigo 74, Captain Thomas Brown, fitting out for the flag of Rear-Admiral Lambert, in which ship he returned to the above island, and continued upwards of two years; and, in April 1823, to be flag-lieutenant to Sir Charles Hamilton, governor and commander-in-chief of Newfoundland. He obtained his present rank on the 8th July, 1824.

Two of Commander Gooch's brothers, John Lewis and Frederick, are in holy orders—the former is rector of Benigar, co. Somerset; and the latter, fellow of All Souls, Oxford.

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* See Id. Part. II. p. 517.

He has another brother, Henry Edward, who was at the battle of Waterloo, and is now a captain and lieutenant-colonel in the Coldstream Guards.

GEORGE VERNON JACKSON, Esq.

Eldest brother of Commander Caleb Jackson, R. N.

This officer obtained his first commission on the 18th Aug. 1809; and was second lieutenant of the Junon 38, Captain John Shortland, when that frigate, after a noble defence, was captured and destroyed by a French squadron, to the N. E. of Guadaloupe, Dec. 13th, 1809*. He arrived at Brest on the 23d of the following month, in la Renommée frigate, Commodore Roquebert. From this period, we find no mention of him until July 1st, 1812, when he was appointed to the Indefatigable 44, Captain John Fyffe, in which ship he was serving subsequent to the peace with France in 1814. His next appointment appears to have been to the command of the Serapis, convalescent ship at Jamaica, Dec. 23d, 1818. He was promoted to his present rank on the 13th July, 1824; and returned home from the West India station, in command of the Pylades sloop, with the Bishop of Jamaica passenger, and a valuable freight of dollars and cochineal on merchants' account, Feb. 10th, 1828.

ROBERT STUART, Esq.

Obtained his first commission in Mar. 1812; and was a lieutenant of the Warspite 74, Captain Lord James O'Brien, at the close of the French war in 1814. He subsequently served under Captains William King and John Toup Nicolas, in the Leonidas 38, and Egeria 28, the latter ship successively employed at Newfoundland, in escorting King George IV. to Scotland, in the suppression of smuggling on the North Sea station, and in supporting the civil autho-

* See Suppl. Part III. note at p. 347.

rities at Newcastle during the disturbances amongst the keelmen of the river Tyne, in Nov. and Dec. 1822*. He was promoted to the command of the Sparrowhawk sloop, July 17th, 1824.

FREDERICK BOYCE, Esq.

Passed his examination and was made lieutenant in Feb. 1810. He was appointed, Sept. 11th, 1811, to the Tuscan sloop, Captain George Matthew Jones, on the Mediterranean station, in which vessel he served during the remainder of the war. His promotion to the rank of commander took place on the 10th Aug. 1824.

WILLIAM HOLT, Esq.

Commenced his professional career under the auspices of the late Admiral Sir Charles Cotton. He entered the royal navy in 1803, and served his time as midshipman under Sir George Ralph Collier, the Hon. George C. Berkeley, Sir Thomas Masterman Hardy, and Captain Thomas Dench. Whilst serving with Sir George Collier, in the Minerva frigate, on the coast of Galicia, he was frequently in action with the enemy's gun-boats and batteries, as will be seen by the following official letter addressed by that officer to the late Sir Eliab Harvey, Oct 3d, 1806:

"Sir,—To prove in some degree, the general correctness of the information which I communicated to you in my letter of yesterday, I proceeded last night in the cutter, with Lieutenant Menzies, of the marines, followed by the barge, in charge of Lieutenant James, with Mr. Holt, midshipman, and a select party of marines, to reconnoitre the Bay of Rocks, in the hope of falling in with some of the six gun-boats near Carril. After a row of seven hours, we had the good luck to be hailed by one, at anchor within pistol-shot of the shore, attended by a launch with a brass four-pounder; she was immediately boarded on the quarter, and carried, as well as her attendant, without the loss of a single man.

* See Suppl. Part IV. pp. 75—83.

She was commanded by Lieutenant Don Jesse Lopez, mounts a long 24-pounder in the bow, and two short brass fours; had a complement of thirty men, with some soldiers of the regiment Leon on board.

"In justice to Lieutenant James I must observe, my only motive for making one in this affair proceeded from the knowledge I conceived myself possessed of respecting that bay, but it afforded me an opportunity of witnessing his zeal and activity; Lieutenant Menzies, Mr. Holt, the marines, and boats' crews, I have so frequently spoken of, that nothing remains for me to add, but the conviction how highly they merit every former praise. I have the honor to be, &c.

(Signed) "G. R. COLLIER."

Some other services previously performed by the boats of the Minerva, are noticed in Suppl. Part III. p. 216, *et seq.* In 1807, Mr. Holt, then belonging to the Surveillante frigate, Captain Collier, was present at the siege of Copenhagen, and frequently commanded a rocket boat during the bombardment of that city.

On the 7th Nov. 1810, after acting for some time in the Nautilus sloop, Captain Dench, and San Josef 112, flag-ship of Sir Charles Cotton, Mr. Holt was appointed by his patron first lieutenant of the Blossom sloop, Captain William Stewart, on the Mediterranean station. Between this period and Oct. 1811, when he exchanged for a short time into the Royal George, first rate, at Port Mahon, he assisted in capturing upwards of twenty French and American merchant vessels (the latter taken for attempted breach of blockade,) in the neighbourhood of Marseilles. He was also repeatedly engaged with the enemy's batteries and naval force in the same vicinity. In the beginning of Sept. 1811, we find him employed on shore at the reduction of a French fort on the smaller Medis Island, mounting one mortar, two long 18-pounders, and two sixes, which service was performed in the presence of a formidable force assembled on Cape Begu, coast of Catalonia. On the 23d Feb. 1812, the Blossom captured a remarkably fine schooner privateer, le Jean Bart, of 147 tons, 7 guns, and 106 men. On the 29th April following, her boats, under the command of Lieutenant Holt, in conjunction with those of the Undaunted and Volontaire frigates, attacked twenty-six vessels near the mouth of the Rhone,

brought out seven, burnt twelve, including a national schooner of 4 guns and 74 men, and left two stranded on the beach.

Lieutenant Holt next joined the Undaunted frigate, Captain (now Sir Thomas) Ussher; and was serving on board the San Josef, bearing the flag of Sir Richard King, at the capture of Genoa, in April 1814. On the renewal of the war with France, in 1815, he received an appointment to the Ferret sloop, Commander James Stirling (*b*), and distinguished himself in cutting out some vessels from the harbour of Courgiou. In the following year, the Ferret, on her return from St. Helena, with only eight 12-pounder carronades mounted, was attacked near the line by the American-built brigantine Dolores, having on board nearly 300 slaves, armed with one long 32-pounder on a pivot, four long 9-pounders, and two 12-pounder carronades, which vessel she compelled to surrender after a sharp action. Lieutenant Holt's services in the Ferret are thus acknowledged in a letter which he subsequently received from Commander Stirling:

"My dear Sir,—In reply to your letter I need not say how willingly I would bear testimony to your character as an officer whenever I may be called upon to do so, or whenever it may be useful to you in obtaining advancement in your profession, feeling as I do a high sense of the zeal and ability that so uniformly marked your conduct when serving with me.

"As first lieutenant of H. M. sloop Ferret, under my command, in the attack of the harbour of Courgiou, your exertions called forth my warmest approbation, particularly the promptness with which you took possession of the French man-of-war brig, and brought her to an anchor when she attempted to run for the rocks*.

"When engaged with the brigantine Dolores, the mention I made of your name in my despatch was in the highest terms, which you so justly merited; and, after a series of services with you in four of H. M. ships, I can safely say that a more zealous officer I never had the good fortune to meet with. Believe me, my dear Sir, yours most sincerely,

(Signed) "James Stirling, Commander R. N."

Lieutenant Holt's next appointment was, in Mar. 1823, to be first of the Hussar frigate, Captain George Harris, fitting out for the West India station, where he was serving when

* See Vol. IV. Part I. p. 274.

promoted to the rank of commander, Aug. 20th, 1824, for his gallant and persevering conduct in exterminating a horde of pirates at the south side of Cuba, on which occasion he appears to have been severely wounded. This service is alluded to in the following letter from Captain Harris, dated June 3d, 1827 :—

" My dear Sir,—It affords me gratification in complying with your request, to state my opinion of your character as an officer, for I can with truth affirm that I never had a lieutenant under my command that gave me more entire satisfaction; and I once again repeat the language I made use of in a letter to my Lord Melville, on your leaving H. M. ship Hussar (having been promoted to the rank of commander), entreating him to appoint you to some sloop, undertaking that your professional knowledge, zeal, and determination in carrying any service into execution, would ever merit his lordship's patronage.

" I have also much pleasure in bringing into notice your services when in command of the Hussar's boats, sent against a nest of pirates who had taken possession of the Isle of Pines : the privation and fatigue of sixty-seven days' absence from the ship, in open boats, in a most unhealthy climate, I fully particularized in a detailed letter to Sir Lawrence W. Halsted, dated May 17th, 1824, by which it will be perceived that complete success attended the exertions of yourself and comrades. Trusting that this candid and by no means over-rated statement will be conducive to the furtherance of your wishes, I am, my dear Sir, yours truly,

(Signed) " George Harris."

" *To Commander William Holt.*"

The subject of this sketch has recently been appointed to the Scout sloop, on the Mediterranean station.

THOMAS FURBER, Esq.

Obtained the rank of lieutenant in Oct. 1801. We first find him serving under Captain Thomas Graves, in the Blenheim 74, stationed off Martinique, where he commanded that ship's pinnace and barge at the capture of the French schooner privateer Fortunée, of two guns and twenty-nine men, Sep. 15th, 1803. A subsequent service of greater importance was thus officially reported to Commodore Hood, Nov. 17th following :—

" Sir,—I have the honor to acquaint you, that on the 14th instant, the French privateer schooner Harmonie, with a prize, having put into

the harbour of Marin, in the bay of St. Ann, Martinique, induced me to suggest a plan for the capture of this vessel, more destructive to commerce than any other which has appeared in these seas; and for this purpose I attempted, against a strong sea breeze and lee current, to beat up from off the Diamond Rock to the place where she lay at anchor. It was not until the 16th in the morning that I was able to accomplish it, when, having reconnoitred the harbour of Marin, together with the batteries on each side of it, and also one above the town, I determined on the attempt. I therefore ordered sixty seamen belonging to his Majesty's ship under my command, with Lieutenants Cole and Furber, and a detachment of sixty marines of the same ship, under the command of Lieutenants Beatty and Boyd, to carry the enterprize into execution; the former in their boats to attack the privateer, and the latter at the same time to endeavour to surprise, or in any event to storm, Fort Dunkirk, a battery of nine guns * on the starboard side of the harbour. It was necessary to do so, to cut off the militia from rendezvousing on Marin Point, which being immediately in the track of coming out, and where doubtless they would have been joined by the troops from the fort, would have much annoyed the boats on their return. The Drake having joined me, and Captain Ferris volunteering his services, I directed him to take the command of the seamen, and to add to them fourteen from the Drake. All things being prepared, the boats with the seamen, towed by the Drake, and the marines in four boats, towed by the Swift hired cutter, at eleven P. M. proceeded off the mouth of Marin harbour, and by estimating the time it would take for the boats to row up to the privateer, which vessel lay three miles from the entrance of the harbour, both parties set off so timely as to commence the attack at the same instant; and I am happy to add, that about three A. M. on the following morning, by very spirited and judicious attacks, both parties succeeded; the fort was completely surprised, the prisoners, fifteen in number, taken, and sent on board the cutter, the guns were dismounted and spiked, their carriages totally destroyed, and the magazine blown up; the barracks were spared, as a large and ripe field of canes adjoining must have inevitably been destroyed had they been set fire to.

"The boats with the seamen passed one battery undiscovered; but the privateer was on her guard, and commenced a very heavy fire on them, who nevertheless in the most prompt and gallant manner boarded, and in a few minutes carried her. Two men were found dead on her deck, and fourteen were wounded. As many of the enemy threw themselves into the sea, several must have been drowned. I am sorry to add that the Blenheim had one man killed, and two wounded, and the Drake three wounded, one dangerously.

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* Six long 24-pounders and three eighteens.

"The Harmonie was commanded by Citizen Noyer, had eight carriage guns, and sixty-six men at the attack, forty-four only of whom were found at the time of surrender. The boats and privateer repassed the fort on the larboard side of the harbour within musket-shot, but happily escaped from a heavy fire unhurt.

"The spirited manner in which Captain Ferris led the boats to the attack, and the gallant conduct of Lieutenants Cole and Furber, the petty officers and men, on the occasion, merit my warmest praise; nor can I do too much justice to the conduct of Lieutenant Beatty, commanding the detachment of royal marines, Lieutenant Boyd, the non-commissioned officers and privates, who in the most soldier-like manner, after being challenged and fired upon by two sentinels, and perfectly ignorant of the nature and number of the troops they had to contend with, pushed directly into the fort with fixed bayonets, when the enemy cried for quarter. By the silence with which the battery was carried, one hundred militia of the fort of St. Ann were cut off from the point of rendezvous, and thus the place, to answer all our purposes, secured without the loss of a man. I have the honor to be, &c.

(Signed) "THOMAS GRAVES."

On the 5th March, 1804, Captain William Ferris, then commanding the Blenheim, addressed Commodore Hood as follows:—

"Sir,—I beg leave to acquaint you, that the barge and pinnace of H. M. ship under my command, with fifty officers and men, under the orders of Lieutenant Furber, on the night of the 4th inst., made a most gallant, but unsuccessful, attempt to cut out a French national schooner, lying close under a fort, at the town of St. Pierre. She had made formidable preparations, her boarding nettings being triced up to the lower mast-heads, and so fastened that it was almost impossible to get in; and her sweeps rigged out on each side; notwithstanding all this, and the beach lined with soldiers, the forts, an armed sloop, and several other small vessels near, keeping up a heavy fire of guns and musketry, those brave officers and men in the two boats persevered, and cut her cables; but it being perfectly calm, she swung and grounded on the beach, when all hopes of bringing her out were given up, and from the number killed and wounded, as per enclosed list, the commanding officer very properly ordered a retreat. I lament sincerely our loss *; but I trust you, Sir, will think the character of British seaman was well supported on this

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* One seaman and two marines killed; Lieutenants Furber and Mayne, Mr. Hill, midshipman, and sixteen other persons, wounded; three seamen missing.

occasion, for surely never was greater spirit displayed. I have the honor to be, &c. (Signed) "W. FERRIS."

In the beginning of 1808, Lieutenant Furber was serving as first of the Flora frigate, Captain Loftus Otway Bland, on the North Sea station. The following account of the loss of that ship is taken from a letter dated at Lewarden, in Friesland, Jan. 26th, 1808:—

"The Flora struck upon Schelling reef last Monday, the 18th; about nine o'clock that night we succeeded in getting her off, but lost our rudder in the attempt; and after getting her to sea, could hardly keep her free with all the pumps, therefore was obliged, the next day, to run her on shore again. After making rafts, fearing that if it came on to blow hard during the night, she would go to pieces, the captain, Furber, Keith, Doneville, Watson, and myself, pushed off in the barge, that being the only boat we then had, with about 130 of the crew on rafts, the rest choosing to stay by the ship. After rowing for eighteen hours, without sustenance, we landed on the island of Ameland, where they made us prisoners. Those whom we left on the wreck are at Harlingen."

We lastly find Mr. Furber first lieutenant of the Lively frigate, Captain (now Rear-Admiral) M'Kinley, employed in co-operation with the Spanish patriots on the coast of Galicia, from whence he was despatched to England in a hired vessel with intelligence of the surrender of Vigo, Mar. 7th, 1809 *. His commission as commander bears date Sept. 1st, 1824.

JOHN DAVIS MERCER, Esq.

OBTAINED his first commission on the 8th December, 1809; and was serving under Captain Charles Gill, in the Cleopatra frigate, at the close of the French war in 1814. He was subsequently flag-lieutenant to the late Sir William Charles Fahie, on the Leeward Island and Halifax stations. His promotion to the rank of commander took place Sept. 9th, 1824.

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* See Vol. II. Part I. p. 446.

JOHN POLE, Esq.

Was made a lieutenant on the 1st Jan. 1821 and subsequently served under Captain Price Blackwood and Commodore Sir Robert Mends, in the Curlew sloop and Owen Glendower frigate, on the East India and African stations. He obtained the rank of commander, Sept. 20th, 1824.

MICHAEL QUIN, Esq.

Entered the royal navy in 1804; obtained his first commission in July 1812; and commanded the boats of the Weazle sloop, Captain James Black, in conjunction with those of the Apollo frigate, at the capture and destruction of the tower of St. Cataldo, (the strongest between Brindisi and Otranto,) containing a telegraph, three guns, and three swivels, Dec. 21st, 1812. Other services in which he was subsequently engaged on the Adriatic station, have been recorded in Suppl. Part III. pp. 127—130 and pp. 333—338. After the peace with France, in 1814, he was appointed to the Oberon sloop, Captain James Murray; and in Oct. 1820, to the Satellite, Captain Armar Lowry Corry, fitting out for the East India station. His promotion to the rank of commander took place Oct. 5th, 1824; his next appointment was, Sept. 17th, 1828, to the Pelorus sloop, in which vessel he returned home from the Mediterranean, to be paid off, May 9th, 1830. Since then he has served for a few months on board the Windsor Castle 74; and commissioned the Raleigh 18, destined to the East Indies.

ANDREW DREW, Esq.

Passed his examination, at Sheerness, in May 1812; and was serving on board the Eurotas frigate, Captain (now Sir John) Phillimore, at the capture of la Clorinde, in Feb. 1814*.

* See Suppl. Part I. p. 245, *et seq*

For his conduct on that occasion, he was appointed a lieutenant of the same ship, on the 4th of the ensuing month. He obtained a commander's commission in Oct. 1824.

WILLIAM STEPHENS ARTHUR, Esq.

Was made a lieutenant on the 6th Feb. 1821; and commander Oct. 11th, 1824.

JOHN M'CAUSLAND, Esq.

Was made a lieutenant on the 22d Feb. 1811; appointed to the Ister frigate, Captain John Cramer, Oct. 8th, 1813; to the Queen Charlotte 108, bearing the flag of Sir James H. Whitshed, at Portsmouth, Feb. 8th, 1821; and promoted to the rank of commander Oct. 14th, 1824. He is now serving in the Cruiser sloop, on the West India station.

LEONARD CHARLES ROOKE, Esq.

Youngest son of the late Hon. Mr. Justice Rooke, and nephew to Admiral Sir Harry Neale, Bart. G. C. B. &c. &c.

This officer served as a midshipman under Captains the Hon. Henry Duncan and John Brett Purvis, in the Glasgow and Magicienne frigates; was made a lieutenant from the latter ship into the Bacchus sloop, on the East India station, Oct. 15th, 1818; appointed to the Cambrian frigate, Captain Gawen William Hamilton, destined to Constantinople, July 25th, 1820; promoted to the rank of commander on the 14th Oct. 1824; and wrecked in the Jasper sloop, on the north end of St. Maura, Oct. 13th, 1828. Soon after this disaster, he was tried by a court-martial at Malta, and admonished to be more careful in future; his judges at the same time observing that the accident arose from his great zeal, in endeavouring to expedite the delivery of despatches to the governor of that island. He married, June 24th, 1830, Elizabeth, youngest daughter of Lieutenant-Colonel William Home.

PHILIP JUSTICE (*b*), Esq.

Was made a lieutenant on the 5th Aug. 1813; served under Captain Sir James A. Gordon, in the Mæander and Active frigates; and subsequently under the Hon. Sir Charles Paget, in the Apollo yacht. He obtained a commander's commission on the 5th Dec. 1824.

LUKE HENRY WRAY, Esq.

Was made a lieutenant on the 14th April, 1805. We first find him serving on board the Port Mahon sloop, Captain Samuel Chambers, who, in June 1806, made a report as follows to the commander-in-chief on the Jamaica station:—

"Sir,—A Spanish armed brig was yesterday (25th), chased by H. M. sloop Port Mahon into the intricate harbour of Banes, which is defended by a high tower mounted with two heavy guns. At 9 P. M. the boats were dispatched under the command of Lieutenant John Marshall, assisted by Lieutenant Wray, to get her out. This morning, at one o'clock, she was boarded under a heavy fire of great guns and small arms from the vessel and battery, (to which she was moored by a hawser,) and carried. Much difficulty attended getting her out, as she grounded within pistol-shot of the tower, from which several shots struck her. She proves to be the Spanish letter-of-marque San Josef, armed with one long 18-pounder on a pivot amidships, four 12-pounder carronades, and two long 4-pounders, with swivels, pikes, musketry, and thirty men, from Havannah bound to Campeachy, laden with brandy, dry goods, &c. It is very gratifying for me to add, that although several of the oars were broke, and the boats damaged by shot whilst rowing to the attack, yet not a man was hurt. I hope, Sir, you will conceive that the capture of this vessel, situated and defended as above recited, was fully adequate to the force employed, and that it reflects great credit on the officers and seamen employed. I have the honor to be, &c-

(Signed) "Samuel Chambers."

"*To Vice-Admiral J. R. Dacres, &c. &c.*"

On the 1st Nov. 1821, Mr. Wray was appointed senior lieutenant of the Andromache frigate, fitting out for the broad pendant of Commodore Nourse, on whose demise, Sept. 4th, 1824, he appointed himself to the command of that ship, then

returning to Mauritius from the eastern coast of Africa. His promotion to the rank of commander took place Dec. 29th, 1824; and he appears to have arrived at Portsmouth in the Espiegle sloop, from the Cape of Good Hope station, Dec. 16th, 1825.

WILLIAM NEVILL, Esq.

Son of William Nevill, Esq. of Winchester, was made a lieutenant on the 12th Dec. 1816; appointed to the Jupiter 60, Captain (now Sir George A.) Westphal, fitting out for the conveyance of Lord Amherst and suite to Bengal, May 28th, 1822; and promoted to the rank of commander, whilst serving in the Jaseur sloop, Feb. 9th, 1825.

JOHN KING, Esq.

Passed his examination, at Sheerness, in Jan. 1813; obtained his first commission in Mar. 1815; and was appointed senior lieutenant of the Driver sloop, Captain Thomas Wolrige, fitting out for the African station, Nov. 19th, 1821. During the Ashantee war, in 1823, he served under Captain Charles Bowen, and commanded for several months, a division of the forces employed in the field; and on the 21st May, 1824, being then again a volunteer for land service, he was slightly wounded in action with the barbarous enemy; on which occasion the British and their black allies had 88 killed, 678 wounded, and 88 missing. His conduct in this and the preceding affairs, was highly commended by Lieutenant Colonel Sutherland, commanding the military forces on the western coast of Africa. His promotion to the rank of Commander took place, April 25th, 1825.

CHARLES COLVILLE FRANKLAND, Esq.

A son of the late Rev. Roger Frankland, rector of Yarlington, and vicar of Dulverton, both in Somersetshire, a canon-residentiary of the cathedral church of St. Andrew, Wells, by Catherine, sister to Vice-Admiral Lord Colville.

This officer is a native of Bath. He became a student at the Royal Naval College towards the close of 1810; quitted that institution in the autumn of 1812; and first went to sea in 1813, as midshipman on board the Aquilon 32, commanded by his cousin, Captain William Bowles, with whom he returned home from South America, in la Ceres frigate, June 1814. He subsequently served under Captain (now Sir Willoughby T.) Lake, in the Magnificent 74, on the Jamaica station. In May 1816, he again sailed for Brazil and Rio de la Plata, in the Amphion frigate, Commodore Bowles, by whom he was made lieutenant into the Andromache 44, Captain William H. Shirreff, in July 1818. This appointment, however, was not confirmed at home until Mar. 26th, 1819; at which period he held the confidential situation of private secretary to his captain, then senior officer in the Pacific.

In April 1819, Lieutenant Frankland crossed the Andes and Pampas mountains, as the bearer of despatches to the Admiralty; and it is a remarkable circumstance, that, in Nov. and Dec. of the same year, he also crossed the Alps and Appennines. He remained on the European continent until April 1821, making the tour of France, Italy, and Switzerland; went to Ireland, as flag-lieutenant to his uncle, Lord Colville, in the month of Nov. following; obtained his present rank on the 26th April, 1825; and shortly afterwards, finding himself again an idle man, once more proceeded on his travels, making the tour of Holland, Belgium, the Rhine, Wirtemburg, Bavaria, the Danube, Tyrol, and Austria. In 1827, he made a journey from Vienna, through Hungary, Transylvania, Wallachia, Bulgaria, and Roumelia, to Constantinople; proceeded thence, through the Dardanelles, to the plains of Troy, Smyrna, Greece, Cyprus, Syria, Pales-

tine, Alexandria, Malta, and Sicily; and returned to the Austrian capital through Italy, Istria, Carniola, and Styria. He has since published a personal narrative of this interesting journey, with many sketches.

Some account of Commander C. C. Frankland's family will be found in p. 48.

THOMAS COWPER SHERWIN, Esq.

Was made a lieutenant on the 22d July, 1796; and promoted to his present rank, "for long and active services," May 27th, 1825. During part of the late war, he commanded the Flamer gun-brig; and, since the peace, the Sprightly cutter. He was appointed an inspecting commander in the Irish coast guard service in 1819; and a stipendiary magistrate at the Cape of Good Hope, in 1834.

DANIEL WELD, Esq.

Was made a lieutenant on the 10th Sept. 1799; advanced to his present rank, "for long and active services," May 27th, 1825; and appointed an inspecting commander in the Suffolk coast guard district, about June 1827.

JOSIAS BRAY, Esq.

Obtained his first commission in Nov. 1800; and was wounded while serving as lieutenant on board the Achille 74, Captain (afterwards Sir Richard) King, at the memorable battle of Trafalgar *. He subsequently commanded the Plumper gun-brig, and in July 1812, captured three small American privateers in the Bay of Fundy. On the 5th Dec. in the same year, he had the misfortune to lose that vessel, on a ledge of rocks near Dipper harbour, New

* See Suppl. Part III. p. 184.

Brunswick, when forty-two of his officers, passengers, and crew perished. At the close of the war with France, in 1814, we find him commanding the Badger hired cutter; and some time afterwards, the Sprightly revenue cruiser, which vessel was wrecked on the rocks at Blacknor, Isle of Portland, in a heavy gale of wind, Jan. 8th, 1821. He was promoted to his present rank, "for long and active services," May 27th, 1825.

JOHN PEARSE, Esq.

Was made a lieutenant on the 29th Dec. 1800; and served for several years as first of the Cruiser sloop, one of the most active and successful cruisers on the North Sea station, where she was successively commanded by Captains John Hancock and Pringle Stoddart *.

On the 24th April, 1810, Lieutenant Pearse was appointed to the command of the Decoy cutter, which vessel he appears to have paid off in June 1814. We next find him commanding the Wickham revenue cruiser, in 1817. He obtained his present rank, "for long and active services," May 27th, 1825.

This officer is the author of an article in the "United Service Journal," for Aug. 1830, entitled, "Observations on the present Distribution of Weight and Pressure in Ships of War." The following is taken from the "Devonport Telegraph," Sept. 7th, 1833:—

"Masting of Ships.—A discovery, which is likely to be attended with important results to the navy, has recently been made by Commander John Pearse, R. N., of Plymouth, after a series of delicate and laborious experiments, in which the point, according to the opinion of those most conversant with such subjects, who have had an opportunity of examining these experiments, has been fully demonstrated. This officer, from various circumstances, and, among other things, the imperfect system of the principle of masting ships, was led to doubt that the centre of gravity of a ship was the axis of rotation, as hitherto imagined,

* See Suppl. Part I. pp. 12—22, and p. 257.

and that this was the cause of so many errors occurring in masting. He accordingly proceeded to ascertain the truth of his doubts by experiments on different models, which he has continued for upwards of twelve months past, and which have been so correctly made, so strictly consistent with the laws of mechanics, and have proved so satisfactory, that the Admiralty have been made acquainted with the whole of the facts and results, and which, we understand, cannot fail to render the science of shipbuilding more comprehensive and demonstrative, as well as lead to the correction of other errors in the theory equally worthy of consideration. It is not in the province of a newspaper to discuss scientifically points of mechanical interest, but the importance of a discovery of this nature will be easily understood by all nautical men, and especially by those who know any thing of naval architecture. It is a new fact in science, and practically useful in a valuable art allied to our national glories, and is therefore doubly interesting. The axis of rotation has been fixed by Captain Pearse's experiments at some distance above the centre of gravity of the ship, and in the point which is known by the name of the metacentre; and we understand he considers the complexity of the theory, and not having considered the subject in a sufficiently practical shape, to have led authors into the error of confounding the centre of gravity of the ship with the axis of rotation; and that this has led to the error of supposing the lateral effort of the water, or resistance to lee-way, to produce effects contrary to truth, and from which proceeds the present imperfect system of masting. In fact, the discovery of the true axis of rotation will be a complete key to the improvement of naval architecture, as all the forces, which are so constantly and variously acting, are estimated by the distances from the axis of rotation to the points where they are applied."

WILLIAM SNUGGS GAMMON, Esq.

Was born at Swanmore, Bishop's Waltham, on the 23d Mar. 1785; and entered the royal navy, as midshipman on board the Robust 74, Captain (now Sir Edward) Thornbrough, in Sept. 1796. He obtained his first commission on the 5th April, 1805. From this period we lose sight of him until the spring of 1808, when he was appointed senior lieutenant of the Proselyte 24, Captain Henry James Lyford, fitting out as a mortar vessel, for the Baltic station. The loss of that ship, near the island of Anholt, Jan. 5th, 1809, and Mr. Gammon's subsequent hazardous undertaking, to convey intelligence of the disaster to Gottenburg, in an open

boat, and through a sea covered with ice, have been noticed in Suppl. Part III. p. 171, *et seq.*

This officer's next appointment was to the Frederikssteen 32, in which frigate he served under Captains Joseph Nourse and Francis Beaufort, in the Archipelago and on the south coast of Asia Minor, in 1810, 1811, and 1812 *.

On the 30th June, 1813, Lieutenant Gammon was appointed first of the Severn 40, Captain Nourse, fitting out for the North American station, where he was most actively employed until the final cessation of hostilities in 1815 †. He obtained his present rank, "for long and active services," May 27th, 1825.

JOHN EAGER, Esq.

We first find serving as passed midshipman on board the flag-ship of Sir John T. Duckworth, and volunteering to accompany Lieutenant (now Sir Nisbet J.) Willoughby to the attack of a large Spanish corvette, in the neighbourhood of Cuba, Feb. 1805 ‡. He obtained his first commission on the 10th Oct. following; and distinguished himself as senior lieutenant of the Undaunted frigate, Captain Richard Thomas, at the reduction of a French fort on the smaller Medis island, coast of Catalonia, in Sept. 1811; and in the command of the boats of the Undaunted, Volontaire, and Blossom, at the capture and destruction of a national schooner and twenty merchant vessels, near the mouth of the Rhone, April 29th, 1812. He subsequently commanded the Clinker gun-brig, at Newfoundland and the Leeward Islands. His promotion to the rank he now holds took place on the 27th May, 1825.

Commander Eager married, June 29th, 1824, Catherine, youngest daughter of the late Commander James Bullock.

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* See Suppl. Part II. pp. 86—93.

† See Vol. II. Part II. p. 880, and Suppl. Part IV. pp. 9—17.

‡ See Suppl. Part II. p. 128.

JOHN CHAFIN MORRIS, Esq.

Only son of the late Jeremiah Morris, Esq., of Mere, co. Wilts, (whose immediate ancestor emigrated from Ireland during the great rebellion, about anno 1640) by his first wife, Jane, eldest daughter of the late Chafin Grove, Esq. of Chantry House, Mere, (descended from the ancient families of Chafin and Grove, of Zeal's Manor House, in the parish of Mere, and Chisenburg House, Wiltshire). One of his maternal ancestors was beheaded with Colonel Penruddocke, for excessive loyalty, during the protectorate of Oliver Cromwell, and lies buried in the church of St. Sydling's, Exeter, where a brass plate, with the following inscription, records his melancholy fate:—

"Hic jacet Hugo Groves, de Enford, in comitate Wilts, armiger, in restituendo ecclesiam, in asserendo regem, in propugnando legem, et libertatem Anglicanam, captus, et decollatus 16° Maii 1655. 'Pro Lege et Rege.'"

Mr. John Chafin Morris entered the royal navy in 1797, under the auspices of the late Admiral Sir Roger Curtis; and served during the remainder of the French revolutionary war as midshipman on board the flag-ships of that distinguished officer and his successor, the late Sir Charles Cotton, in the Channel fleet, off Cadiz, and on the Mediterranean station. In 1802 he joined the Donegal 80, Captain Sir Richard J. Strachan, which ship, on the renewal of hostilities, was employed in watching the motions of a French squadron at Cadiz; off which port she captured the Spanish frigate Amphitrite, Nov. 25th, 1804 *. She subsequently, when commanded by Captain (now Sir Pulteney) Malcolm, accompanied Nelson in his memorable pursuit of the combined fleets of France and Spain, to and from the West Indies. On the 23d Oct. 1805, she captured El Rayo, a partially dismasted three-decker, forming part of the Spanish squadron under Don Frederico Gravina, who, on his return to port after the battle of Trafalgar, had been ordered to sea again, for the

* See Vol. I. Part I. p. 288.

purpose of attempting the rescue of some of his late consorts. On the 6th Feb. 1806, she bore a conspicuous part at the defeat of a French squadron off St. Domingo, on which occasion she sustained a loss of forty-five men killed and wounded *.

After the latter victory, Mr. Morris was appointed acting lieutenant of the Shark 16, on the Jamaica station; and in the course of the same year removed to the Stork 18, Captain George Le Geyt, under whom he served in an expedition against Batabano, on the south side of Cuba, the result of which has been stated in Suppl. Part III. p. 100, *et seq.* His promotion to the rank of lieutenant did not take place, however, until Sept. 22d, 1807.

This officer's next appointment was, in 1808, to the Achille 74, Captain Sir Richard King, then employed in the blockade of Ferrol, and subsequently in the expedition to Walcheren. During the occupation of that island, he was entrusted with the command of five gun-boats, and frequently engaged with the enemy. We afterwards find him proceeding in the Achille to Cadiz, where he arrived on the 28th Feb. 1810; and commanded a Spanish gun-vessel, manned by British seamen, and employed in the defence of La-Isla-de-Leon, from Mar. 22d until July 17th following. Previous to his quitting the Achille for that purpose, he witnessed the destruction of four Spanish and one Portuguese line-of-battle ships, three other men of war belonging to the former nation, and twenty-four sail of merchantmen, driven on shore in a terrific gale, and the greater part burnt to prevent the wrecks becoming serviceable to the enemy. Whilst employed in the flotilla service he was thirty-eight times engaged with the enemy's batteries, and on every occasion conducted himself with the utmost zeal and bravery.

On the 5th Aug. 1810, Lieutenant Morris was sent, with 100 men under his command, to assist in navigating the Glorioso, an old and wretchedly equipped Spanish 74, to Minorca,

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* See Vol. I. Part II. pp. 589—594.

where he arrived after a most harassing voyage of thirty-eight days *. He afterwards served in the fleet off Toulon. His subsequent appointments were, June 21st, 1814, to be first lieutenant of the Prospero sloop, Captain George Greensill; and, in 1820, to the command of the Richmond, revenue cruiser, on the Irish station, where he captured a large smuggling cutter, and by his activity prevented others from landing their cargoes. For his "long and active services," he was rewarded with a commander's commission, dated May 27th, 1825.

This officer's brother, the Rev. Frederick Morris, was chaplain of the Alexander 74, Captain Richard Rodney Bligh, when that ship, after a most heroic defence, fell into the enemy's possession, Nov. 6th, 1794 †; of the Theseus 74, bearing the flag of Nelson, at the attack upon Teneriffe, in 1797; and of the same ship, at the battle of the Nile, and when employed on the coast of Syria, where he lost his life through an accidental explosion of shells, in 1799 ‡.

GEORGE EDWARD MARSHALL, Esq.

Was made a lieutenant on the 22d Sept. 1807; and after serving under various distinguished officers, promoted to the rank of commander in May 1825. He is at present employed in the Irish coast guard service.

HENRY SLADE, Esq.

Was made a lieutenant on the 12th Nov. 1808. We first find him serving on board the Bulwark 74, Captain Farmery P. Epworth, in an expedition up the Penobscot river, North America, where he commanded a party of seamen on shore at the capture of the towns of Hamden and Bangor, Sept. 3d, 1814 §.

* See Vol. I. Part II. p. 873. † See Vol. III. Part II. p. 254.
‡ See Vol. I. Part I. note † at p. 300, *et seq.*
§ See Vol. II. Part II. p. 731, *et seq.*

In Dec. 1820, he was appointed first lieutenant of the Seringapatam frigate, Captain Samuel Warren, fitting out for the Mediterranean station; and on the 27th May, 1825, promoted to the rank of commander.

JOHN CRIRIE, Esq.

Served with considerable credit under Captain (now Commodore) Robert Barrie. His first commission bears date Nov. 2d, 1809; at which period he had but recently passed his examination for lieutenant. On the 29th June, 1812, he was appointed to the Narcissus frigate, Captain John R. Lumley. On the 24th Nov. following, he commanded the boats of that ship at the capture of the American privateer Joseph and Mary, of four guns and seventy-three men, between the islands of Cuba and St. Domingo, on which occasion he had one man killed and another wounded. On the 12th June, 1813, the boats, again under his command, brought out from York river, in the Chesapeake, the United States' revenue cruiser Surveyor, of six guns and twenty-five men, of whom five were wounded. In this affair three of his men were killed, and himself, a marine officer (Patrick Savage), and four men wounded. He continued to serve under Captain Lumley until Oct. 1814; and obtained the rank of commander on the 27th May, 1825.

FRANCIS ORMOND, Esq.

Was made a lieutenant on the 3d Dec. 1810; and appointed to the Endymion frigate, Captain Henry Hope, fitting out for the North American station, May 19th, 1813. He commanded a division of boats, under the orders of Captain (now Commodore) Robert Barrie, in the expedition up the Penobscot river, on which occasion the towns of Castine, Hamden, and Bangor fell into our possession, and the United States' corvette Adams (formerly a 32-gun frigate), a brig pierced for eighteen guns, a large privateer, and eight

merchant vessels were destroyed by the enemy. He served under the same officer in the action which led to the capture of the American frigate President, in Jan. 1815; and was second lieutenant of the Impregnable 104, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers, in Aug. 1816. His commission as commander bears date May 27th, 1825.

This officer married, in 1822, Fanny, daughter of J. Hedges, Esq., of Wallingford.

RICHARD BEAUMONT, Esq.

Was made a lieutenant into the Mersey 26, Captain Edward Collier, on the Halifax station, Oct. 13th, 1819; and promoted to his present rank, June 6th, 1825. He subsequently commanded the Weazle sloop, in the Mediterranean.

This officer married, in 1832, the fourth daughter of Lord Macdonald.

HENRY LAYTON, Esq.

Is the second son of the Rev. Thomas Layton, M. A., vicar of Chigwell and Theydon Bois, in Essex, and a magistrate for that county. He was born on the 2d Feb. 1799; and entered the royal navy, May 3d, 1812, as midshipman on board the Barfleur 98, bearing the flag of the Hon. G. C. Berkeley, and commanded by Captain (now Sir Thomas M.) Hardy, on the Lisbon station, from whence he accompanied the latter officer, in the Ramillies 74, to North America, where he was present at the performance of many important services. During the operations against New Orleans, he was employed in a boat at the attack and capture of six gun-vessels, in Lac Borgne, an exploit already recorded in our memoir of Captain Nicholas Lockyer *. He after-

* See Suppl. Part IV. p. 4, *et seq.*

wards visited Jamaica; and, subsequent to the cessation of hostilities, was successively appointed to the Malta 84, Captain (now Vice-Admiral) Sir Charles Ogle; Rivoli 74, Captain (now Rear-Admiral) A. P. Hollis; and Rosario sloop, Captain Thomas L. Peake. In Jan. 1819, he again joined Sir Thomas M. Hardy, then about to display a broad pendant on the South American station; and on the 2d Nov. 1821, was promoted to the rank of lieutenant. He next served under Captain (now Sir Thomas) Dundas, in the Bulwark 76, stationed as a guard-ship in Hamoaze.

This officer was made a commander on the 10th June, 1825, in consequence of the death of his brother, Lieutenant Thomas Layton, R. N., who had then been recently murdered by a horde of pirates in the West Indies, to suppress whose depredations he was then using every gallant and zealous effort.

Commander Layton is now, we believe, employed in the coast guard service, at Killybegs, Ireland.

ALEXANDER TAIT, Esq.

Passed his examination for lieutenant, at Sheerness, in Mar. 1812; and was promoted into the Africaine frigate, Captain the Hon. Edward Rodney, June 1st, 1814. He subsequently served under Commodore Nourse, in the Andromache 44, on the African station; and obtained his present rank July 9th, 1825.

WILLIAM BURDETT DOBSON, Esq.

Entered the royal navy in 1806; and was made a lieutenant, Jan. 3d, 1814, into the Royal Sovereign, first rate, Captain Thomas Gordon Caulfield, fitting out in Hamoaze, for the Mediterranean station, from whence he returned home under the command of Captain (now Vice-Admiral) Lambert, July 29th following. His next appointment was, Sept. 17th in the same year, to the Tanais frigate, Captain Joseph James, then in the river Medway, destined to the West Indies, in

which ship he continued until paid off, in May 1816. From this period we lose sight of him until April 3d, 1823, when he joined the Larne sloop, Captain Frederick Marryat, fitting out at Portsmouth, for the East India station.

In Feb. 1824, the Larne was ordered by Commodore Charles Grant, to join the expedition then preparing at Calcutta for the invasion of the dominions of Ava:—the following is an outline of the services performed by Lieutenant Dobson during the Burmese war. A "Narrative of the Naval Operations," from the commencement to the final termination of that contest, is given as an Appendix to Vol III. Part I.

On the 14th May, 1824, three days after the capture of Rangoon, he assisted Captain David Ross, of the Indian army, in taking possession of Dalla. On the four following days, the boats of the Larne, under his directions, were employed in placing fire-booms across the river, about a mile above Rangoon. On the 19th, he went down the river with seven boats, to attack a four gun battery, but found it dismantled and the cannon buried. On the 20th, he went up the Dalla creek, and captured eight large vessels laden with paddy and dried fish. On the 21st, he was again employed about the fire-booms, the grapnels already attached to them having been found of insufficient weight to resist the strength of the tide. On the 22d, he was taken very ill, from his having been wet through for many hours daily, and continually exposed to the weather. On the 15th July, being then convalescent, he was ordered by Captain Marryat to take the command of the Satellite armed transport, and to carry on the naval duties at Rangoon during the temporary absence of the Larne. On the 19th and 20th of the same month, he conducted a reconnoitring party nearly thirty-five miles up the Puzendown creek, and assisted in releasing a few families who were desirous of returning to Rangoon, from whence they had been driven by their armed countrymen on the approach of the invading forces *. On the 31st

* See *Naval Operations*, p. 21.

a flotilla under his orders proceeded much further up the same creek, and deprived the enemy of near 1500 tons of grain, but unfortunately the vessels containing it, thirty-five in number, were all in a very crazy state. In bringing them down the river, many got aground, and falling over, at low water, filled with the next flood. "The loss of them," says Lieutenant Dobson, "is to be attributed to the great distance we had to bring them, the strong tides and sudden turns, causing eddies out of which it was difficult to get, and the difficulty of towing such unwieldy craft, added to which the greater part of them were without either anchor or rudder."

On the 4th Aug. Lieutenant Dobson, with some gun-boats under his orders, accompanied a military detachment up the Syriam river, and assisted in driving the enemy from the remains of the old Portuguese fort, situated upon a commanding height, at the mouth of the Pegu river. He was afterwards employed in stripping the Syriam Pagoda of its guns and bells *. On the 12th, the Satellite was directed to relieve the Hon. Company's cruiser Teignmouth, stationed at Pagoda Point. On the 17th, Lieutenant Dobson reported to Captain Marryat as follows:—

"In compliance with your orders, I relieved Captain Hardy, and the Satellite took up the berth of the Teignmouth, on the 14th instant. On the 16th, having one boat and fifteen men from the H. C. cruiser Mercury, and our own people in three row gun-boats, we pulled up the Panlang branch, with the first of the flood-tide. Four miles from Pagoda Point, a Burmese look-out boat was seen shoving off from a hut, and firing an alarm gun: this was repeated by other boats as we advanced, at four or five miles distance from each other. About five miles above the upper stakes, we came to two stockades, one on each side of the river apparently for the protection of a large village above them. Receiving no interruption, we passed on, and destroyed a large canoe, laden with rice and gunpowder. Two reaches above this village, we got sight of twenty of the enemy's war-boats, lying to under the bank of the river, and each containing about seventy men. As we approached, they began to row away, and I ordered our boats to open their fire, but I fear with little effect, as the enemy took care to keep at a distance, which from their superior speed they could easily do. We chased them till the tide

* See Naval Operations in Ava, p. 22, *et seq.*

turned and our boats made no progress, when we put about, the enemy following at a distance."

Lieutenant Dobson's whole European force in this little expedition was only thirty-six men. On his return to Pagoda Point he received directions to join the expedition destined against Tavoy and Mergui. On the 19th, these orders were countermanded, and the troops embarked on board the Satellite sent to other vessels. On the 11th Sept., Captain Marryat quitted Rangoon for Penang, leaving Lieutenant Dobson, with sixteen of the Larne's crew and nine supernumerary seamen, in charge of the Satellite, off Pagoda Point; and on the 15th of the same month, Captain H. D. Chads, of the Arachne sloop, recently from England, assumed the chief command of the combined naval force attached to Sir Archibald Campbell's army. On the 21st, a movement was made upon Panlang, where the enemy had established a post, and were busily employed in constructing combustible rafts, and boats for the destruction of our shipping. The military force employed consisted of about five hundred troops, under the command of Brigadier-General Hugh Frazer; the naval operations were personally directed by Captain Chads, who had embarked on board the Satellite for that purpose. In the evening, heavy guns were heard, not far distant, and next morning five stockades were seen, three on the right side and two on the left; the Satellite manned with forty-five British sailors and twenty soldiers, and towed by the Diana steam-vessel, was far a-head of the flotilla, and soon ran up with the enemy's works, receiving, as she advanced, a heavy raking fire of great guns, musketry, &c., but which was not returned till she was placed directly in the centre, when both broadsides were opened on them, and the enemy soon fled in all directions. Some troops under Major Sale were immediately landed with trifling opposition, and the whole of the stockades destroyed. Fifteen guns of various calibre were taken, and the same number of one-pounder swivels. On the 24th, three other stockades, situated about twenty miles higher up the river, were bombarded for a short time previous to the landing of the troops, when they were all found evacuated.

In reporting his proceedings on this occasion, Captain Chads says :— " During our progress, the Satellite was on shore three times, and the Diana once, but without the slightest injury. * * * * Lieutenant Dobson rendered me every assistance, and was of great service ; he was severely burnt on the 22d."

On the 6th Oct., the Satellite, with Captain Chads on board, proceeded up the Lyne river, accompanied by the flotilla, and a military detachment under Major Thomas Evans. On the 7th, two stockades were taken possession of without loss, and seven newly constructed war-boats destroyed. On reconnoitring the fortified village of Than-ta-bain, about thirty miles distant from Rangoon, it was found to be defended by three long breast-works, with a very extensive stockade, constructed of large teak-beams ; and fourteen war-boats, each mounting a gun, were anchored so as to defend the approach to it.

" Having consulted with Captain Chads," says Major Evans, " we advanced to the assault, the steam-boat with the Satellite and mortar-vessel in tow, and the troops in their boats ready to land when ordered. In passing the breast-works, we received a smart running fire from jingals and musketry, which were returned with showers of grape from the Satellite ; and observing the enemy evidently in confusion, I directed the troops and scaling ladders to be immediately landed, and in a few minutes every work about the place was in our possession. At six o'clock next morning, we again moved with the tide, and in passing a narrow neck of land at the junction of two rivers, were received with a brisk discharge of musketry from a long line of breast works, and a cannonade from a very large stockade on our right. The fire of the latter was soon silenced by the well-pointed guns of the Satellite. The troops were then ordered to land, and this formidable stockade was carried by assault without a struggle. It is, without exception, the strongest work of the kind I have ever seen."

In his official letter respecting " the brilliant and decisive attack" on Than-ta-bain, Captain Chads again acknowledged having " received great assistance from Lieutenant Dobson."

On the 23d Nov., the Satellite dropped down to Rangoon, having been relieved at Pagoda Point by the Teignmouth. Next day, Lieutenant Dobson received orders to take charge of and fit out the Shaw-in-shaw, a new teak-ship of between 700

and 800 tons, belonging to a merchant at Calcutta; this was a very unpleasant employment, and gave him a great deal of trouble; she had not a sail made, no portion of her rigging fitted, nothing whatever prepared for her equipment. He was thus employed when the enemy, encouraged by the Teignmouth having been driven from her station by means of fire-rafts, in the night of Nov. 30th, commenced a series of most furious attacks both by land and water upon Kemmendine *. In consequence thereof Lieutenant Dobson and his people had the additional duty imposed upon them of going on board the Satellite every evening for her protection.

On the 2d Dec., in the afternoon, observing that a division of the enemy's force had commenced throwing up works on the Dalla side, Captain Chads directed the Satellite, in charge of Lieutenant Dobson, with a party of seamen from the Arachne, to the support of the Good Hope transport and several small gun-vessels, already for some time stationed there†. During the nights of the 2d, 3d, and 4th, she was very closely and warmly engaged with the enemy, whose shot struck her in every direction, and greatly injured the rigging; but as Lieutenant Dobson had taken the precaution to stockade her all around with bamboo, she fortunately had not a man killed or wounded ‡. She continued in the same position, incessantly annoying the enemy, until their works were carried by storm in the night of the 8th, on which occasion Lieutenant Dobson shewed the soldiers the way, and was almost the first to enter. On the 14th, Captain Chads addressed a letter to the commander-in-chief, of which the following is a copy:—

"Sir,—Lieutenant Dobson, of H. M. S. Larne, having been left by Captain Marryat in command of the H. C. armed transport Satellite, stationed at Pagoda Point, where he has been near five months, performing the most important and anxious duties in every respect as a valuable officer, I hope you will have the goodness to recommend him to the consideration of the Right Honorable the Governor-General in Council, as in a pecuniary point of view he has been a considerable sufferer by being at

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* See Naval Operations in Ava, p. 46, *et seq.*
† See id. p. 50. ‡ See id. p. 52.

so great a distance from Rangoon, and taken from his own mess in the Larne. The young gentlemen, Messrs. Winsor, Tomlinson, and Pickey, have also been sufferers with him. I have the honor to be, &c.

(Signed) "H. D. CHADS."

"*To Brigadier-General Sir A. Campbell, K. C. B., &c. &c. &c.*"

On the 22d Dec., the Shaw-in-shaw, with a cargo of timber on board, was quite ready for sea; and on the 25th, a petty officer having been ordered to take charge of her, Lieutenant Dobson returned to the Larne. On the 28th, he resumed the command of the Satellite; and on the 30th, was sent back to Pagoda Point, with seven gun-boats under his orders.

In the beginning of 1825, Sir Archibald Campbell prepared to advance upon the Birman capital; and, in order to leave no obstruction in his rear, directed the enemy to be driven from the old Portuguese fort and the pagoda of Syriam, both which posts they had re-occupied and much strengthened since their late unsuccessful attacks upon Kemmendine. During the performance of this service, by the military and naval detachments under Lieut.-Colonel Elrington and Lieutenant Keele, R. N., the Satellite was stationed at the entrance of Syriam river *. In the night of Jan. 29th, an auger hole was bored in her bottom, and she had $4\frac{1}{2}$ feet water in the hold before it was discovered. This is supposed to have been done by her carpenter, a Chinese, in order to prevent her from proceeding up the river.

Previous to the advance upon Ava, it was necessary to open a passage up the Lyne river, for which purpose a force was detached from Rangoon, under Lieutenant-Col. Godwin and Captain Chads, who captured a large stockade at Thanta-bain, with thirty-six guns mounted, and destroyed an immense number of fire-rafts, and canoes filled with combustibles, for the annoyance of the British shipping. On this occasion, the Satellite was allowed to approach within half a mile before the enemy opened their fire, which proved extremely heavy, and raked her "until she brought up by the

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* See *Naval Operations in Ava*, p. 62, *et seq.*

stern with a bower anchor, the steam-vessel hanging by her, at about forty yards distant from the enemy's works, enfilading the whole of their right, and commanding their left abreast of her; in performing which Lieutenant Dobson rendered Captain Chads much assistance" *.

Every thing being now ready for the advance, Sir Archibald Campbell formed such force as he possessed the means of moving, into two columns; one to proceed by land, and the other by water. The marine column, 1169 strong, commanded by Brigadier-General Willoughby Cotton, was directed to pass up the Panlang river to the Irrawaddy, and driving the enemy from his stockades, to push on with all possible expedition to Donoobew.

On the 16th Feb., the troops having embarked, the flotilla moved on, escorted by the steam-vessel and Satellite, under the immediate command of Captain Thomas Alexander, C. B., then recently arrived at Rangoon. On the 17th, four stockades were destroyed at and near Thesit. During the night of the 18th, some formidable fire-rafts were launched by the enemy; but, owing to the activity of the light division of boats, their effect was totally lost. On the 19th the extensive stockade of Panlang, and its outworks, were taken, after a feeble resistance; and on the same day, Sir Archibald Campbell, with the land column, arrived at Meondaga. The Satellite having grounded as she was coming up from Thesit, did not assist at the capture of Panlang; and the exertions required to get her afloat caused some delay to the progress of the water column †. On the 23d, Lieutenant Dobson received the following order from Captain Alexander:—

"You will anchor the Satellite off the stockade, in a position to defend the different branches of the river, with the provision brigs inside of you, towards the stockade, with hawsers to the shore, or in any other position you may judge best for their security against fire-rafts or war-boats. A nightly guard boat to be kept in the Dalla and Yan-gain-

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* See *Naval Operations in Ava*, p. 67.

† See Id. p. 70, *et seq.*

chay-a branches of the river, and reconnoitre them occasionally, making remarks of the soundings, bearings, &c., sending me the same by every opportunity. Co-operate with Captain Ross, the officer commanding the land force, who will furnish you with seven soldiers for each transport: a guard of twenty-five of the European regiment will be stationed on board the Satellite, and I shall hold you responsible for the conduct of every person afloat. The property and habitations of the Carians to be protected, as well as their religious buildings."

On the evening of the 24th Feb. the light and advance divisions took up a position in the Irrawaddy; on the 27th, it was found necessary to unload the steam and gun-vessels, the last of which did not get over the bar at Yan-gain-chay-a before the 5th of March. From this period until April 19th, on which day he received orders to give up his charge and rejoin the Larne, Lieutenant Dobson was indefatigably employed in forwarding provisions and other supplies to the army and flotilla; an important service, well performed, and duly appreciated, as will be seen by the following short extracts from Captain Alexander's letters:—

"Mar. 10.—From reports brought in by some Carians, it is necessary you should be on your guard, as troops have been crossed over from Donoobew to intercept our supplies.

"Mar. 21.—I am all anxiety for the arrival of the 18-pounders and ammunition. You are to send by the first boats that can bring them, the Satellite's two long 12-pounders.

"April 10.—Should any coals arrive at Panlang, forward them by every early opportunity, or the steamer will be rendered useless. We cannot get a thing here (Sarrawah), the country being completely deserted. We only await provisions from Panlang to proceed, and hope to be in Prome by the 21st or 22d."

In another letter, Captain Alexander says, "I am very much pleased with your exertions, and shall not fail to recommend you to the notice of my Lords Commissioners of the Admiralty."

On his return to Rangoon, Lieutenant Dobson found that his friend Captain Marryat had at length removed into the Tees 26, to which ship Commodore Coe had appointed him nearly nine months before. A memorandum, of which the following is an extract, appears to have been issued by that officer previous to his quitting the Larne:—

"Captain Marryat cannot resign the command of H. M. sloop Larne, without expressing to the officers and ship's company, who have survived the peculiar severity of the service upon which they have been employed, his most sincere thanks for their ready and praiseworthy support upon every occasion. To Mr. Dobson, first lieutenant, his thanks are particularly due, for the zeal and activity which he has invariably shewn, under constant sickness and prostration of strength, and more especially since he has commanded the Satellite, and, with so few English seamen to assist him, has rendered her more effective and useful than any of the Hon. Company's cruisers. * * * * * *

(Signed) "F. Marryat, Captain."

Lieutenant Dobson subsequently received the following testimonial from the senior surviving naval officer employed in the Burmese war:—

"These are to certify that Lieutenant W. B. Dobson served under my orders at Rangoon, in command of the armed transport Satellite, and, being stationed in the advance for a considerable time, performed the most arduous and harassing duties with zeal, ability, and gallantry, and on three different expeditions up the river his good conduct was reported to the senior officer in India.

(Signed) "H. D. Chads."

The Larne took her final departure from Rangoon on the 8th May, 1825, and Mr. Dobson continued to serve as first lieutenant under acting commander John Kingcome, until July 13th, 1826, on which day, being then at Madras, he received a commission from England, dated July 25th, 1825, promoting him to the command of that sloop. During the above period, he visited Pulo-Penang, Malacca, Sincapore, Sydney (N. S. Wales), Van Diemen's Land, New Zealand, and Norfolk Island; passed through Torres Straits, and touched at Melville Island and Batavia.

Commander Dobson's next appointment was, July 23d, 1830, to the Hyperion 42, Captain W. J. Mingaye, stationed at Newhaven for the suppression of smuggling, in whtch ship he continued until paid off, May 30th, 1831. He is now an inspecting commander in the coast guard service.

NATHANIEL MARTIN, Esq.

Obtained his first commission in March 1807; and was serving as lieutenant of the Stirling Castle 74, Captain Sir Home Popham, at the close of the war with France, in 1814. His subsequent appointments were, Nov. 7th, 1814, to the Martin sloop, Captain the Hon. James Arbuthnot; and Aug. 18th, 1818, to the command of the Grecian cutter. He was promoted to his present rank on the 27th July, 1825. Mrs. Martin died at Southsea, in Mar. 1820.

WILLIAM LUCKRAFT, Esq.

Was made a lieutenant on the 11th Dec. 1807. Previous to the peace he served in the Sheldrake sloop, Meteor bomb, and Bombay 74, and subsequently in the Spartan and Pyramus frigates, the latter commanded by Captain Francis Newcombe, C. B., at the Leeward Islands. He obtained his present rank on the 27th July, 1825.

This officer married, in 1815, Charlotte, only daughter of J. Camsell, Esq. of H. M. brewery at Weovil, near Gosport; and became a widower in Oct. 1827.

RICHARD BARTON, Esq.

Was made a lieutenant on the 27th Dec. 1808. We first find him serving on the East India station, where he acted for some time as captain of the Blanche frigate; and, in July 1810, captured a French privateer of two guns and thirty men. On the 13th Dec. 1811, he was appointed to the Prince of Wales 98, in which ship he continued under the command of Captain (now Vice-Admiral) John E. Douglas, until June 1814. He afterwards served for several years under Captain William M'Culloch, employed in the suppression of smuggling. He obtained his present rank, on the 29th July 1825; and was appointed an inspecting commander of the coast guard, April 13th, 1831.

PHILIP GRAHAM, Esq.

Son of Lieutenant-Colonel Richard Graham, R. M.; nephew to the late Hamilton Gorges, Esq. M. P. for county of Meath; and first cousin to the Marchioness of Thomond; by the daughter of the late Captain Philip Walsh, R. N., and grand-niece to the learned Dr. Vernon, first rector of Bloomsbury.

This officer was born at Stonehouse, co. Devon; and first went to sea in the Rambler sloop, Captain Thomas Innes, on the renewal of the war with France, in 1803. He afterwards served in the Uranie frigate, Captain the Hon. Charles Herbert, and Prince of Wales 98, successively bearing the flags of Sir Edward Thornbrough, Sir James (now Lord De) Saumarez, and the late Lord Gambier, which latter officer he followed into the Ville de Paris and Caledonia, first rates, subsequent to the bombardment of Copenhagen, in 1807.

After witnessing the destruction of some French ships of war, near l'Isle d'Aix, April 1809, Mr. Graham passed his examination, and proceeded as a volunteer to the river Scheldt, where he commanded a gun-boat during the occupation of Walcheren. On his return from that severe service, he was ordered to Lisbon, and there promoted to the command of the Triton hospital ship, by commission dated April 14th, 1810. Disliking so inactive a situation, he soon got removed into the Zealous 74, Captain Thomas Boys, and in the autumn of that year, was sent as a volunteer, in the command of several armed boats, to co-operate with the British troops at Alhandra, where he arrived the evening on which Wellington first occupied the famous lines of Torres Vedras, from which period he was very actively employed under the orders of Lieutenant (now Captain) Maurice F. F. Berkeley, until after Massena's retreat to Santarem.

The Zealous was next employed in cruising off the Azores: and afterwards on the North Sea and Baltic stations. In Jan. 1813, we find Mr. Graham retiring on half-pay for the purpose of attending to his private affairs. His subsequent ap-

pointments were, July 13th, 1813, to the Blenheim 74, Captain Samuel Warren, under whom he served as second lieutenant in the North Sea and Mediterranean, for upwards of twelve months:—Aug. 27th, 1814, to the Namur 74, flag-ship of Sir Thomas Williams, at the Great Nore:—Oct. 29th, 1814, to be first of the Comus 22, Captain John Tailour, fitting out for the African station, where he assisted in capturing, after a determined resistance, seven Spanish and Portuguese slavers:—lastly, Sept. 14th, 1818, to the Severn frigate, Captain William M'Culloch, under whom he was actively employed in the suppression of smuggling, on the Kentish coast, until May 1825; when he was sent to the King's Bench prison, for four calendar months, by judgment of the Court, for offering a challenge to Robert Earl of Harborough: during his confinement, the Lords of the Admiralty were pleased to honor him with promotion to the rank of commander, by commission dated July 29th, 1825. Some time previous thereto, a smuggler, named Alexander John Spence, was executed at Dover, for attempting to shoot him while in the execution of his duty. In 1830, the Royal Institution for Preserving Lives from Shipwreck, transmitted him their gold medallion for his gallant and humane exertions in rescuing the master and part of the crew of the brig Mountaineer, wrecked near Deal, on her voyage from the Cape to London, when a pilot and three other persons were unfortunately drowned.

Commander Graham's only brother, Fortescue, is a first lieutenant in the royal marines, and adjutant of the Plymouth division.

THOMAS BEER, Esq.

Was born at Stoke, near Plymouth, on the 18th Aug. 1787; and entered the navy, as midshipman on board the Royal Sovereign first rate, bearing the flag of Sir Alan (afterwards Lord) Gardner, on the Channel station, in Aug. 1796. He was made a lieutenant on the 4th May, 1810;

and appointed to the Martin sloop, April 23d, 1811. We next find him commanding the Bream schooner; and lastly, employed in the suppression of smuggling on the Kentish coast, where he continued, under the orders of Captain William M'Culloch, for a period of eight years. His promotion to the rank of commander took place July 29th, 1825.

GEORGE TINCOMBE, Esq.

Obtained the rank of lieutenant in May 1810; and served as such on board the Armada 74, Captain Charles Grant, on the Mediterranean station, and Liffey 50, bearing the broad pendant of the same officer, as commodore in India, from whence he returned home with despatches, in a merchant ship, July 27th, 1825. He was made a commander on the 19th of the ensuing month.

RICHARD HOWE COCKERELL, Esq.

Was made a lieutenant in Jan. 1818; appointed to the Dauntless 24, Captain the Hon. Valentine Gardner, Nov. 18th, 1818; removed to the Leander 60, flag-ship of Sir Henry Blackwood, on the East India station, Mar. 8th, 1821; and promoted to the rank of commander, Oct. 3d, 1825.

JOHN ALLISON, Esq.

Obtained the rank of lieutenant in Dec. 1794; and was last employed as an agent of transports. His commission as commander bears date Oct. 4th, 1825.

CHARLES CROKER, Esq.

Son of Edward Croker, Esq. of Ballyngninch, near Limerick, Ireland, by Margaret Ann Hare, sister to the present Earl of Listowell.

This officer entered the navy in Aug. 1805 ; and when very young we find him serving as a volunteer in the boats of the Alceste frigate, under the orders of Lieutenant Allan Stewart, at the capture of seven Spanish tartans, under the batteries of Rota *. In May 1809, he assisted at the destruction of several armed vessels and martello towers on the coast of Italy, likewise in bringing off a large quantity of timber from a dépôt at Terracina. In June following, he was present at the capture of the islands of Ischia and Procida †. In May 1810, a party from the Alceste stormed a two-gun battery near Frejus, and her boats captured and destroyed six French vessels in the bay of Agaye. In the following month, a three-gun battery in the island of Corsica was taken, and two vessels lying under its protection brought out, by detachments from the Alceste and Topaze. On the 5th May, 1811, a French national brig of 18 guns, lying in the harbour of Parenza, coast of Istria, was destroyed by the former ship in company with la Belle Poule ‡. On the 29th Nov. following, Mr. Croker participated in a severe action with two French frigates, near the island of Augusta, the result of which was the capture of la Pomone, mounting 44 guns with a complement of 322 men §. He returned home and joined the Clarence 74, Captain Henry Vansittart, in the autumn of 1812.

The subject of this sketch was made a lieutenant in Dec. 1814, at which period, we believe, he was serving on the Lakes of Canada. In Aug. 1818, he was appointed to the Redwing 18, Captain Frederick Hunn, fitting out for the St. Helena station ; and, in Sept. 1821, to the Carnation 18, Captain J. E. Walcott, destined to the West Indies ; where he appears to have been successively removed into the Gloucester 74, Commodore Sir Edward W. C. R. Owen, and Icarus 10, Captain John George Graham.

On the 20th Aug. 1824, the boats of the Icarus, despatched

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* See Vol. IV. Part I. p. 222.
† See Suppl. Part I. p. 89, *et seq.*
‡ See Vol. II. Part I. p. 408.
§ See Vol. II. Part II. p. 803, *et seq.*

from Havannah, under the orders of Lieutenant Croker, captured, in a creek within Cayo Blanco, a large piratical schooner, called the Diableto, mounting six guns, and manned with about fifty men, who, after firing a few shot without effect, abandoned the vessel on the near approach of the British. Some of them made their escape to the shore in four large boats, which were afterwards taken by Lieutenant Croker; others having jumped overboard, and got amongst some mangrove bushes, five of them were killed by musketry and several appeared wounded, but from the nature of the marsh they could not be secured. On boarding the schooner, Lieutenant Croker had the satisfaction to release the master and crew (nine persons) of an American brig, the Henry, of Hartford, which had been taken seven days before by the pirate. They had been treated in the most inhuman manner, and were to have been put to death on the following morning, their lives having been spared so long only for the purpose of their assisting in removing the brig's cargo. The Henry was found in the creek, a mile above the schooner, but in a state which rendered it impracticable to remove her to Havannah, and she was therefore burnt, with what remained in her. A deserted sloop, having on board part of the Henry's cargo, was also discovered and brought away. Sir Lawrence W. Halsted, commander-in-chief on the Jamaica station, in reporting the performance of this service to the Admiralty, highly praised "the judicious and spirited manner in which it was conducted, as well as the zeal and gallantry shown by Lieutenant Croker and the officers and men under his orders."

Commander Croker obtained his present rank on the 4th Oct. 1825. Three of his brothers are in holy orders, and possess valuable livings, viz:—Edward, rector of Croom; Robert, rector of Athlacca; and Thomas, vicar of Adare; all in county Limerick, and in the gift of the Croker family. His brother Albert died first lieutenant of the Cambrian frigate, in Jan. 1826; his other brothers, Richard and William, are majors in the army: one of his sisters, Margaret, is married to the Dean of Clogher; and another, Sally, to Major George Gough, formerly in the 28th foot.

JOSEPH MAYNARD, Esq.

Obtained the rank of lieutenant on the 4th Mar. 1815; and subsequently served in the Brisk sloop and Andromache frigate, the latter bearing the broad pendant of Commodore Joseph Nourse, on the Cape of Good Hope station. His commission as commander bears date Oct. 4th, 1825. He married, in 1828, Harriet, eldest daughter of Clark Hillyard, Esq. of Thorplands, Northamptonshire.

WILLIAM MUDGE, Esq.

Fellow of the Antiquarian Society.

A son of the late Major General William Mudge, royal artillery, LL. D., F. R. S., F. A. S., a commissioner of the board of longitude, &c. &c. &c.

This officer was made a lieutenant on the 19th Sept. 1815; and afterwards employed for many years as a maritime surveyor, on the coasts of Africa and Ireland. He obtained the rank of commander in Oct. 1825; and is now serving as supernumerary on board the San Josef 110, bearing the flag of Sir William Hargood, G. C. B., in Hamoaze. He married, Oct. 11th, 1827, Mary Marinda, only child of William Rae, Esq. of Blackheath.

SIR GEORGE YOUNG, Bart.

Eldest son of the late Sir Samuel Young, Bart. of Formosa Place, co. Berks, F. R. S. and F. A. S. *, by Emily, daughter of Charles Baring, Esq. of Exmouth, co. Devon.

This officer was born on the 19th Aug. 1797; and entered

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* Son of Admiral Sir George Young, Knt. who first went to sea with the celebrated Boscawen, and greatly distinguished himself at the sieges of Louisbourg, Quebec, Havannah, and Pondicherry. See *Nav. Chron.* v. 31, p. 177, *et seq.*

the royal navy in 1811, as midshipman on board the America 74, Captain (now Sir Josias) Rowley, fitting out for the Mediterranean station, from whence she returned to England in the autumn of 1814. He was made a lieutenant on the 9th Nov. 1818; appointed to the Spencer 74, flag-ship of Sir Josias Rowley, on the Irish station, Oct. 27th, 1819; and promoted to the command of the Beaver sloop, at Jamaica, Oct. 25th, 1825. He lately commanded the Rover sloop, in the Mediterranean.

WILLIAM GEORGE HYNDMAN WHISH, Esq.

Passed his examination in Mar. 1816; and was made a lieutenant on the 16th Sept. following. We first find him serving on board the Impregnable 104, flag-ship of Viscount Exmouth, commander-in-chief at Plymouth, in Nov. 1818. His next appointment was, July 13th, 1821, to the Bustard sloop, Captain William George Martin, fitting out for the Jamaica station, where he continued in various vessels until promoted to the rank of commander, Nov. 11th, 1825.

This officer married, June 2d, 1828, Julia, second daughter of the late John Vivian, Esq., of Portland Place, London, and Claverton, co. Somerset, whose third daughter was united on the same day to Captain James Rattray, R. N.

THOMAS BARING BOND, Esq.

Was made a lieutenant into the Raleigh sloop, Captain George Blackman (now Harnage), at Jamaica, Oct. 3d, 1820; appointed to the Thracian sloop, Captain John Walter Roberts, fitting out for the same station, June 19th, 1822; and promoted to the rank of commander, Nov. 11th, 1825.

JOHN MOLESWORTH, Esq.

Second son of the late Richard Molesworth, Esq. many years Accountant in the Army Pay Office, by Catherine, daughter of Francis Cobb, Esq., of Twickenham; and brother to the present Viscount Molesworth.

This officer is descended from Sir Walter De Molesworth, one of the Knights of the Cross who accompanied King Edward I. into the Holy Land. One of his ancestors, Anthony Molesworth, married a rich heiress, and fixed his residence at Fotheringay, co. Northampton; but from liberal habits, and the expenses incurred by entertaining Queen Elizabeth at his seat, he became so much involved, that he disposed of the greater part of his landed possessions to discharge the incumbrances. His great grandson, Robert, several years ambassador at the court of Denmark, was advanced to the Irish peerage in 1716. The present peer succeeded to the title on the demise of his cousin, William John, sixth viscount, (great-grandson of the first), a major-general in the army, and lieutenant-colonel of the ninth regiment of foot, who perished with his lady, on board the Arniston transport, near the Cape of Good Hope, May 31st, 1815.

Mr. John Molesworth was born at Peckham, co. Surrey, in July, 1789; and first went to sea in the Plover sloop, Captain Edward Galwey, in April 1800 He afterwards served in the Culloden 74; and was a midshipman on board the Canopus 80, flag-ship of the late Sir Thomas Louis, at the battle of St. Domingo, Feb. 6th, 1806; at the capture of the French frigate Presidente, Sept. 27th, in the same year; and in the expedition against Constantinople under Sir John T. Duckworth, in Feb. 1807*. We subsequently find him in the Malta 84 and Ocean 98, the latter ship bearing the flag of Lord Collingwood, by whom, we believe, he was made lieutenant into the Imperieuse frigate, Captain Lord Cochrane, on the

* See Vol. I. Part I. p. 262; Vol. II. Part I. p. 281; and *id.* p. 486, *et seq.*

Mediterranean station, April 24th, 1808. His succeeding appointments were, about Oct. 1809, to the Partridge sloop; and, Aug. 26th, 1811, to the America 74, Captain (now Sir Josias) Rowley, by whom he was officially commended for his conduct at the capture of a French convoy, under the batteries of Languilla, May 20th, 1812 *; and when serving on shore at the reduction of Fort Santa Maria and other works in the Gulf of Spezia, in Mar. 1814. He also bore a part in the operations against Leghorn and Genoa, in 1813--14 †. After the surrender of the latter city, he was employed in fitting out the French vessels of war found in the mole, clearing the naval arsenal, embarking stores, and launching, equipping and loading with timber, a 74-gun ship, which had been found on the stocks in an unfinished state. He continued in the America until she was paid off, about Oct. 1814. His last appointments were, in 1815, to the Impregnable 104, flag-ship of Sir Josias Rowley, with whom he returned to the Mediterranean, after Napoleon's escape from Elba; and, in the end of 1818, to be flag-lieutenant to the same officer on the Irish station, where he continued until Dec. 1821; on the 14th of which month he was advanced to the rank of commander.

This officer married, Feb. 6th, 1828, Louisa, daughter of the late Rev. Dr. Tomkins, of Buckenhill Park, co. Hereford. One of his brothers, Anthony Oliver Molesworth, is a first lieutenant in the royal artillery.

EDWARD BLANCKLEY, Esq.

Son of H. S. Blanckley, Esq., many years Consul-General at Algiers.

This officer entered the royal navy in 1805; and served the whole of his time as midshipman under Captain the Hon. Henry Duncan, in the Mercury, Imperieuse, and Glasgow frigates. He was made a lieutenant on the 6th Feb. 1815;

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* See p. 25, *et seq.* † See Vol. II. Part I. pp. 424—430.

appointed to the Alligator 28, Captain Thomas Alexander, C. B., fitting out for the East India station, May 16th, 1822; and promoted to the command of the Sophie sloop at Rangoon, about the end of April 1825 *. This appointment was confirmed by the Admiralty on the 10th Dec. following, previous to which the Sophie had been sold in India; from whence he returned home passenger in the Liffey frigate, Captain Thomas Coe, Jan. 21st, 1826.

In May 1831, Commander Blanckley was appointed to the Pylades sloop, fitting out for the South American station. On his passage thither he touched at Madeira, and received the thanks of the British residents in that island "for his manly protection of their interests at an eventful period." In April 1832, being then senior officer on the north coast of Brazil, he was publicly thanked by the British merchants at Pernambuco, "for the active protection he afforded to them and their property, during the revolt and massacre," which had recently occurred in that city. In Jan. 1834, he was at Coquimbo; and in the beginning of April at Bahia, from whence he returned to England, bringing home 400,000 dollars on freight, June 4th following. The Pylades was paid off at Plymouth on the 26th of the latter month.

JOHN LAND WYNN, Esq.

We first find this gentleman serving as master's mate on board the Euryalus frigate, Captain Thomas Huskisson, senior officer at Jamaica, by whom he was made a lieutenant into the Tamar 26, in Nov. 1820. He obtained his present rank on the 30th Dec. 1825; and married, in June 1827, Elizabeth, eldest daughter of the late Mr. Robert Symons, of Falmouth.

* See *Naval Operations in Ava*, p. 84.

HENRY DUNDAS TROTTER, Esq.

Entered the navy in 1815; was made a lieutenant on the 9th Jan. 1823; promoted to the command of the Britomart sloop, Feb. 20th, 1826; and appointed to the Curlew, fitting out for the African station, July 22d, 1830. He returned from thence, and was paid off at Portsmouth, in June 1834.

JOHN AITKIN BLOW, Esq.

Obtained his first commission on the 19th Oct. 1797; and was wounded while serving as lieutenant on board the Foudroyant 80, Captain Sir Edward Berry, in action with the French 80-gun ship Guillaume Tell, bearing the flag of Rear-Admiral Decrès, Mar. 31st, 1800 *. We next find him commanding the Charger gun-brig, in which vessel he captured a Dutch privateer, on the North Sea station, May 28th, 1805. He was subsequently employed in the Baltic, and attached to the fleet under Admiral Gambier, at the siege of Copenhagen.

In June 1808, the Charger formed part of a small convoying squadron, one of which, the Turbulent gun-brig, Lieutenant George Wood, was captured by a Danish flotilla, near the south end of Saltholm, on the 9th of that month†. About May 1810, Lieutenant Blow was appointed to the command of the Algerine cutter, which vessel had one of her crew killed in action with three Danish brigs of war, on the coast of Norway, Aug. 1st, 1811 ‡. He was promoted to the rank of commander in Mar. 1826; and appointed to the Ordinary at Sheerness in April 1834.

* See Vol I. Part I, p. 377, *et seq.* and Part II. p. 778.
† See Suppl. Part I. p. 464.
‡ See Vol. III. Part I. p. 228, *et seq.*

WILLIAM SMITH (*a*), Esq.

Was made a lieutenant on the 19th Mar. 1798; and promoted to the rank of commander for long and active services, Mar. 27th, 1826. At the close of the late war he commanded the Cheerful cutter, and subsequently the Griper revenue cruiser.

SILAS HISCUTT PADDON, Esq.

This officer is a native of Appledore. We first find him serving as midshipman on board the Viper cutter, commanded by acting lieutenant Jeremiah Coghlan, under whom he greatly distinguished himself, and received six wounds, at the capture, by a single boat, of the French national brig Cerbere, mounting seven guns and full of men, moored within pistol-shot of three batteries, at the entrance of Port Louis, July 29th, 1800*. He obtained the rank of lieutenant in April 1804; commanded the Cuckoo schooner, off l'Orient, in Mar. 1808; and lost that vessel near Haarlem, April 4th, 1810, on which occasion he was taken prisoner. His next appointment was, Oct. 29th following, to the Prince Frederick 64, receiving ship in Hamoaze, where he continued until the end of the war, in 1815. His commission as commander bears date Mar. 27th, 1826. He married, in 1833, Miss P. Richards, of Padstow.

WILLIAM HENRY PIERSON, Esq.

Obtained the rank of lieutenant on the 24th Dec. 1805; and was first of the Fylla 22, Captain William Shepheard, at the close of the war in 1814. His commission as commander bears date Mar. 27th, 1826. He married the only daughter of E. Daun, Esq., of Warblington.

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* See Suppl. Part. II. p. 299, *et seq.*

WILLIAM HOWARD M'DOUGALL, Esq.

Was made a lieutenant on the 9th May 1807; and commander Mar. 27th, 1826.

EDWARD REEVES PHILIP MAINWARING, Esq.

Was made a lieutenant into the Plantagenet 74, on the 11th June, 1807; and continued in that ship, under various captains, until the end of the war with America, in 1815. He was appointed a supernumerary of the Severn 50, Captain William M'Culloch, commanding the Kentish coast blockade, Nov. 4th, 1818; removed to the Ramillies 74, Captain Edward Brace, at Portsmouth, Aug. 1st, 1821; and promoted to his present rank on the 27th Mar. 1826. He is now an inspecting commander in the coast guard service.

WILLIAM JONES PROWSE, Esq.

Passed his examination in July 1808; obtained his first commission on the 22d May, 1809; and served under Captain Sir Thomas Staines, in the Hamadryad and Briton frigates, from the spring of 1810 until July 1815. The manner in which those ships were employed has been fully stated in Suppl. Part I. pp. 94—104. Early in 1816, he was appointed to the Spey sloop; and on the 24th Oct., same year, to the Conqueror 74, fitting out for the flag of Rear-Admiral Plampin, commander-in-chief at St. Helena, from whence he returned home with that officer, in Sept. 1820. He obtained his present rank on the 27th Mar. 1826.

EDWARD CHAPPELL, Esq.

When midshipman of the Kingfisher sloop, Captain R. W. Cribb, assisted in boarding and cutting out the Spanish privateer schooner Isabella la Demos, from under the batteries

of a small bay near La Guira, on the Spanish Main, in April 1805. On his return from this service, his captain thus addressed him:—"Mr. Chappell, my first lieutenant," (Standish) "has informed me of your gallant conduct. Take this" (the Spanish commander's) "sword for your reward, and God grant that you may always shew yourself as undaunted as you then were."

The Kingfisher was with the squadron under Sir John T. Duckworth at the battle of St. Domingo, Feb. 6th, 1806, after which Mr. Chappell assisted in completing the destruction of two French line-of-battle ships, and bringing off their crews through a tremendous sea *.

In May following, we find the Kingfisher employed off Rochefort, where she rendered essential assistance to the Pallas frigate Captain Lord Cochrane, after her gallant action with a French squadron under the batteries of l'Isle d'Aix †. On the 27th Sept. 1806, she was with the squadron under Sir Thomas Louis, at the capture of le Presidente frigate ‡.

Mr. Chappell was present at the capture of the Danish West India islands, in Dec. 1807; and belonged to the Intrepid 64, when she engaged, and was very severely handled by, two French frigates. He served on shore, under Captain C. J. W. Nesham, at the reduction of Martinique, in Feb. 1809 §; and was severely wounded in the thigh, when commanding a gun-boat at the defence of Cadiz, in 1810. His promotion to the rank of lieutenant took place on the 18th April, 1811. He subsequently served under Captains Donald Campbell and Edward Stopford, in the Rosamond 20, on the Newfoundland station ||. In Feb. 1815, he was appointed first lieutenant of the Leven 20, Captain B. S. Bluett, which ship appears to have been very actively employed on the coast of la Vendee, during the war of one hundred days. His next appointment was, Aug 20th, 1816, to the coast blockade, under Captain William M'Culloch.

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* See Vol. I. Part I. p. 261, *et seq.* † See Vol. IV. Part I, p. 158.
‡ See Suppl. Part I. p. 176. § See Vol. II. Part II. p. 589.
|| See Suppl. Part II. p. 410, *et seq*, and p. 454.

In 1818, we find him superintendent of one of the ships lent by government for the reception of distressed seamen. He obtained the rank of commander on the 19th April, 1826; and is now agent for H. M. packets on the Milford station.

This officer has published two "Narratives," one "of a Voyage to Newfoundland and the Coast of Labrador," the other "of a Voyage to Hudson's Bay, in H. M. S. Rosamond, containing some account of the north-eastern coast of America, and of the tribes inhabiting that remote region." Both of these publications are illustrated with plates and charts.

ANDREW BAIRD, Esq.

Was made a lieutenant on the 19th Sept. 1815; and promoted from the Boadicea frigate, bearing the broad pendant of Commodore Sir James Brisbane, to the command of the Arachne sloop, at Rangoon, Dec. 2d, 1825 *. This appointment was confirmed at home on the 20th May, 1826. He arrived at Portsmouth, from the East India station, Sept. 27th following.

CHARLES HENRY SEALE, Esq.

Passed his examination in Sept. 1808; obtained a commission as lieutenant on the 15th July, 1809; and commanded a gun-boat, under the orders of Captain (now Sir Arthur) Farquhar, employed in reducing the enemy's forts on the banks of the German rivers, and at the reduction of Gluckstadt, in 1813—14 †. He obtained his present rank on the 8th June, 1826. His wife is the fourth daughter of Sir William Twysden, Bart.

* See *Naval Operations in Ava*, p. 126.

† See Vol. II. Part II. pp. 932—935.

HENRY OMMANNEY LOVE, Esq.

Eldest son of Commander William Love, R. N. by Harriet, youngest daughter of the late Gabriel Acworth, Esq. purveyor of the navy *.

This officer was educated at the royal naval college, from whence he embarked as midshipman, on board the Dannemark 74, Captain James Bissett, in which ship we find him present at the attack and capture of Flushing in 1809. He subsequently served under Captains J. Coutts Crawford and Charles Jones, in the Venus frigate and Boyne 98, the latter ship bearing the flag of Sir Harry Neale, off Ushant. In July 1812, his father had the gratification to receive the following communication from Captain Jones :

" My dear Love, * * * * * The son you have entrusted to my care, and who is now appointed acting lieutenant of the Tigre, a short time since did a most gallant act. One of the young midshipmen, not exceeding thirteen years of age, whilst playing about the entering port, in a strong tides way, off the enemy's coast, fell overboard :—your son being near the spot, the instant he heard the cause of alarm, jumped overboard, and saved the boy's life. I am also happy in saying his conduct has been such as to give satisfaction to both Sir Harry Neale and myself, and from the thorough knowledge he seems to have of his profession, both practical and theoretical, I do not doubt but he will make a most excellent officer. * * * * * * I remain, dear Love, yours very truly, (Signed) " Charles Jones."

Sir Harry Neale, " as an encouragement to enterprise and humanity," successively appointed Mr. Love to act as lieutenant of the Tigre, Sparrow, and Ville de Paris, but he was not confirmed until the allied sovereigns visited the fleet at Spithead, when, being the senior passed midshipman present, he received a commission dated June 27th, 1814. He was next appointed, April 11th, 1821, to the Hyperion frigate, Captain James Lillicrap, fitting out for the Cape of Good Hope, where he assisted in rescuing the Hon. E. I. Com-

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* See Vol. III. Part II. p. 362.

pany's ship Albion, "homeward bound with a valuable cargo of merchandise, and treasure to the amount of upwards of 100,000*l*., from the situation of extreme peril in which she was placed on the 10th June, 1822, when in a strong gale of wind, she broke from her anchorage in Simon's Bay, and drove to within the distance of a few fathoms from the rocks *." He subsequently proceeded in the Hyperion to St. Helena, Ascension, and Jamaica, on which station we find him commanding the Union and Renegade schooners, for nearly four years. He obtained his present rank on the 10th July, 1826, and was appointed to the command of the Columbine sloop, in the West Indies, July 2d, 1831. The following letter was addressed by his respected and worthy father to the Lord Mayor of London, Dec. 14th in the latter year :—

"My Lord,—I beg to apologise for a trespass on your Lordship's time; but I rely with confidence on your Lordship's indulgence, when I state that my only object is, that those who apply and exert their minds for the benefit of the public should enjoy that creditable reward which is most justly their due, and which they are at all times sure of receiving from the chief magistrate of the city of London.

"Having just read in the Albion newspaper, of the 12th instant, a statement of a Mr. Steevens having presented to your Lordship a model of paddles to be used, instead of wheels, by steam-vessels, it becomes my duty, in justice to my son, Captain Henry Ommanney Love, of H. M. S. Columbine, now on the Jamaica station, to inform your Lordship, that I have every reason to believe that the invention and application of paddles to steam-vessels rests entirely with him, and was submitted to persons of distinction, and in high official situations, as far back as Christmas last; and that a model was transmitted accordingly to a Lord of the Admiralty. I have the honor to be &c.

(Signed) "W. Love."

The following is an extract of a letter from an officer belonging to the Columbine, dated Carlisle Bay, Barbadoes, Jan. 28th, 1833 :—

"On the morning of the 22d, a signal was made for a ship on shore to windward: ours was instantly made by the Pallas frigate, Captain

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* See Suppl. Part . 232, and Vol. III. Part II. p. 71, *et seq.*

William Walpole, to render assistance, and off we started, and worked up and found her with her head in the breakers, and her water line two feet out of water. As there was no time to be lost, and no effectual assistance could be afforded but by anchoring the Columbine within a cable's length, Commander Love got into the gig, leaving directions for the first lieutenant to stand in boldly, and to let go the anchor whenever he should hold up his hat. This was promptly done, and the distance was so fortunately judged, that after throwing all the sails flat aback, in order to lay the chain cable as taut as possible, and veering out to the clinch, we just reached the ship on the rocks, with the stream cable passed out of our stern port into her cabin window, and then hove as great a strain as it was possible to bear. We then commenced removing part of her cargo to schooners sent round for the purpose, assisted by the boats of the Pallas and Arachne, and had the satisfaction of getting her afloat, after forty-eight hours of incessant labour. She is now in the Carenage, ready for heaving down. During the whole time we had not a hammock down, or a watch below; there was not an experienced man in the whole island, but considered it as impossible, and nothing but the instant determination and exertion, joined with the most fortunate circumstances, could have accomplished it. We are to sail to-morrow with troops for Antigua, and to carry others to Demerara."

The Columbine was paid off at Sheerness, on the 12th Mar. 1834, after having been nearly four years in commission, during which time she did not lose a man through sickness. Previous to their separation, her officers gave Commander Love a parting dinner, "in token of their respect and esteem."

WILLIAM SMITH (*b*), Esq.

Was made a lieutenant on the 14th July, 1813. We first find him serving under the late Captain Thomas Alexander, C. B., with whom he arrived at Rangoon, in the Alligator 28, to assist in subduing the Burmese, Jan. 22d, 1825. The following is an outline of his services during the advance of the invading forces upon Ava.

On the 16th Feb. the water column, under Brigadier-General Cotton and Captain Alexander, moved up the Panlang river; and next day three unoccupied stockades were destroyed at Thesit. A few miles above that place, a division

of boats, commanded by Lieutenant Smith, had two men mortally wounded by musketry from a stockade, which our sailors soon burnt to the ground, the enemy flying as they advanced to storm it. During the night of the 18th, some formidable fire-rafts were launched by the enemy; but, owing to the activity of Lieutenant Smith, their effect was totally lost. On the 19th, the extensive stockade of Panlang and its outworks were taken; on which occasion the Brigadier-General, in a letter to Sir Archibald Campbell, commander-in-chief of the army, thus expresses himself:—

"The alacrity, zeal, and courage manifested by the officers and men, collectively and individually, I beg to bring to your notice. I have requested permission of Captain Alexander to express my obligations to Lieutenant Smith, of H. M. ship Alligator, for the gallantry and judgment with which he has conducted the light division of boats; and I beg leave to bring him to your particular notice. He has mentioned to me, that he has derived great assistance from Lieutenants Keele and Kellett, of the royal navy *."

The light division was very actively and usefully employed during the operations against Donoobew, in Mar. 1825. On the 1st April, Lieutenant Smith assumed the direction of a breaching battery mounting four brass 12-pounders. After the capture of that place, Sir Archibald Campbell and Captain Alexander sent despatches to their respective superiors of which the following are extracts:—

"I now beg leave," says the former, "to acknowledge my obligations to Captain Alexander, C. B., senior naval officer, and commanding the flotilla, for his hearty and cordial co-operation on all occasions since we have served together, and for his very great exertions on the present occasion, in bringing up stores and provisions. Since we have been before Donoobew, eleven of the enemy's large class war-boats have been captured by our advanced boats, under his own immediate orders; making, with others, evacuated by their crews, thirty-eight first rate war-boats now in our possession; and I have every reason to think that only five of the large squadron the enemy had stationed at this place, have succeeded in escaping. A vast number of other boats, of an excellent description, have also fallen into our hands. By Brigadier-General Cotton, and all

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* See *Naval Operations in Ava*, p. 71, *et seq.*

the officers embarked, the zeal and incessant labour of His Majesty's navy are mentioned in terms of high admiration."

"In my former despatch," says Captain Alexander, "I gave you the names of all officers and young gentlemen commanding boats *, and I again request you will be pleased to recommend them to the favorable attention of my Lords Commissioners of the Admiralty, with the seamen and marines I have had the pleasure to command, their conduct having been such as to merit the highest encomiums—their privations, hardships, and fatigue, during upwards of six weeks, by day and night, in open boats, have been borne with cheerfulness, and every duty performed with alacrity.

"Of Captain Chads I can only say, he has fully supported his former character, and has my best thanks. I trust I may be allowed to name my first Lieutenant, Smith, an already distinguished officer. Mr. Watt, surgeon of the Arachne, a volunteer, has been of most essential service in attention to the sick and wounded."

On the 7th April, "by the exertions of the boats under Lieutenant Smith, sent on by Captain Alexander to superintend the passage of the river," Sir Archibald's advanced guard, consisting of two European regiments, was crossed over to Sarrawah, and by the 12th, the whole of the land column was on the left bank of the Irrawaddy. After the occupation of Prome, the light division, under Lieutenant James Wilkinson, of the Liffey, captured eight war-boats, pulling from fifty to sixty oars each, and another laden with guns, jingals, and spears.

In Sept. 1825, Lieutenant Smith was employed as a negociator at Meady, in conjunction with Lieutenant-Colonel Tidy †. On the 2d Dec., he assisted at the capture of nearly three hundred boats, laden with arms, ammunition, grain, and military stores. On the 5th, he assisted in completing the discomfiture of the Burmese army; and on the 26th we again find him selected to act as a diplomatist ‡. About this period he was appointed to the Boadicea frigate, Commodore

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* Lieutenants Smith, Keele, Kellett, and Bazely; acting Lieutenan Hall; Mr. Reed, master's-mate; and Messrs. Duthy, Hand, Pickey, Lett, Coyde, and Murray, midshipmen.

† See *Naval Operations*, p. 90, *et seq.*

‡ See *Id.* p. 103.

Sir James Brisbane; and on the 19th Jan. 1826, he commanded that ship's launch at the capture of Melloone, on which occasion a very ample magazine of grain, seventy-six guns, ninety jingals, seventeen hundred muskets, two thousand spears, eighteen thousand round shot, a quantity of quilted and loose grape, one hundred thousand musket balls, more than twenty tons of gunpowder, an immense quantity of refined saltpetre and sulphur, upwards of a ton of unwrought iron, eighteen war-boats, fifty-seven accommodation and store boats, nearly three hundred canoes, and about seventy horses, fell into the hands of the victors *. In less than three weeks afterwards, the operations of the British, by land and water, had released from the tyranny of the enemy above 25,000 persons, inhabitants of the lower provinces, who had been driven before the retreating forces, many of them ever since the commencement of the war. The light division, under Lieutenant Smith, subsequently liberated numerous canoes, and was very active in annoying the enemy's out posts.

The subject of this sketch was made a commander on the 22d July, 1826; appointed to the Philomel sloop in April 1831; and paid off, on his return from Gibraltar, where he had been for some time stationed, Sept. 16th, 1833.

CHARLES KEELE, Esq.

Fourth son of John Keele, Esq., many years a respectable surgeon at Southampton.

This officer entered the royal navy in April 1807, as midshipman on board the Superieure sloop, commanded by his gallant relation, the late Captain Edward Rushworth, and then fitting out, at Portsmouth, for the West India station; and continued to serve under the same gentleman, in various vessels, until he gave up the command of the Satellite sloop, in April, 1809. He next joined the Caledonia 120, flag-ship

* See *Naval Operations*, p. 109.

of Lord Gambier, commander-in-chief of the Channel fleet; and afterwards the Boyne 98, bearing the flag of Sir Harry Neale, off Rochefort, in which ship he continued until July 1811. We afterwards find him on board the Barbadoes 28, Captain Rushworth, off Cherbourg.

On the 7th Sept. 1811, the Barbadoes, then in company with the Goshawk sloop, and cruising to the eastward of Cape Barfleur, fell in with seven French gun-brigs, coming from Boulogne, each mounting three long 24-pounders and a mortar, and manned with 75 men. These the Barbadoes and her consort immediately attacked and chased into Calvados, driving one of them on shore. On the following day, one of those vessels was sunk, and two others driven on the rocks, by the Hotspur frigate, Captain the Hon. Josceline Percy, which ship unfortunately grounded when within gunshot, and lay exposed to a heavy fire from the brigs and the shore for four hours, sustaining a loss of five men killed and twenty-two wounded *.

The Barbadoes subsequently escorted a large fleet of merchantmen to Jamaica, where Captain Rushworth was prematurely cut off, June 14th, 1812, in the twenty-fifth year of his age †. From thence, Mr. Keele returned home in the Thetis frigate, Captain W. H. Byam, which ship was paid off at Chatham, in Sept. 1812 ‡. He then joined the Java frigate, Captain Henry Lambert, fitting out for the East India station; and on the 29th Dec. following was very severely wounded in action with the United States' ship Constitution §. Among the mortally wounded on this occasion was his brother Edward, only thirteen years of age,

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* See Suppl. Part I. p. 187.

† Captain Rushworth was the eldest son of Edward Rushworth, Esq., by the Hon. Catherine Rushworth, daughter of the late Lord Holmes, and grandson of Captain Rushworth, R. N., who died in 1780. His remains were deposited near those of his maternal great uncle, who died at Jamaica in 1760, when commander-in-chief on that station. See *Nav. Chron.* vol. 28, p. 264.

‡ See Suppl. Part II. p. 313.

§ See Vol. III. Part I. pp. 247—251.

and then on his first voyage :—The following is an extract of a letter written by one of the Java's officers, dated at St. Salvador, Brazil, Jan. 26th, 1813 :—

" My dear friend,—I have a most unpleasant commission for you, or rather, it would be better for B. to break it to his father, which is the death of poor young Keele; he was badly wounded in the action, and obliged to have his leg amputated, and in consequence died the next day :—he was a fine courageous little fellow. The elder Keele also, poor fellow! was very severely wounded in the arm, but is now quite out of danger, and the limb safe. The youngest continued to shew the same undaunted spirit to the last; when the action was over, he enquired if the ship had struck, and seeing a ship's colour spread over him, he grew uneasy, until convinced it was an English flag. The wound the elder received must have proceeded from a shot passing between his arm and side; he was particularly noticed by his superior officers, for his great coolness and bravery in action." * * * * * *

On his return to England, after being exchanged, Mr. Charles Keele joined the Rivoli 74, Captain (now Sir Graham E.) Hamond, fitting out for the Mediterranean station ; where he was serving when the war with France terminated, in 1814. He then, together with many other young men who, like himself, had passed their examination, volunteered his services against America, and was returning home from Genoa, passenger on board the Edinburgh 74, Captain John L. Manley, when he found at Gibraltar an official notification of his promotion, by commission dated Sept. 24th, 1814, appointing him lieutenant of the Rivoli.

The rock being then under quarantine, and having no immediate prospect of obtaining a passage to Genoa or Malta, Lieutenant Keele continued in the Edinburgh until her arrival at the Motherbank, when he reported himself to the Admiralty, and was immediately ordered back to the Mediterranean, in the Clorinde frigate, Captain Samuel G. Pechell. In the mean time, Rear-Admiral Penrose had selected an officer to supply his place, and although Lieutenant Keele presented himself on board the Rivoli, he was told that he must await further orders before he could be received, except as a supernumerary. In consequence of this, he was precluded sharing prize money as a commissioned officer for

the capture of the French frigate Melpoméne, intercepted on her passage from Elba to Naples, during the 100 days war *. In the short but spirited action which took place on this occasion, Lieutenant Keele, who invariably performed the duty of a commissioned officer, received a severe blow from one of the gun-breechings giving way. The Rivoli brought her prize to Portsmouth in Feb. 1816; and was soon afterwards paid off.

Mr. Keele remained on half-pay from this period until Nov. 1823, when, after repeated solicitations for employment, he was applied for by his friend Captain H. D. Chads, and accordingly appointed first lieutenant of the Arachne sloop, fitting out for the East India station. The manner in which he acquitted himself while serving under that officer will be seen by the following outline of the operations in which he was engaged during the Burmese war.

After touching at Lisbon, the Cape of Good Hope, Mauritius, Trincomalee, and Madras, the Arachne proceeded to co-operate with the expedition under Sir Archibald Campbell, K. C. B., at Rangoon, where she arrived, and her commander assumed the direction of the naval force attached to the invading army, Sept. 15th, 1824.

On the 21st and 24th of the same month, Lieutenant Keele, then commanding a division of gun-vessels and row-boats, assisted at the destruction of eight stockades on the Panlang river †. He subsequently commanded the naval part of an expedition sent to reduce and occupy the city of Martaban, situated at the bottom of the gulf of that name, and about 100 miles to the eastward of Rangoon. The force under his orders consisted of six gun-vessels, one mortar-boat, seven row-gun-boats, and an armed transport; the latter having on board four hundred and fifty troops, commanded by Lieutenant-Colonel Godwin.

On the 27th Oct. this little armament entered Martaban river, and succeeded in destroying about thirty of the enemy's war-boats, two of them pulling fifty oars each, and the whole

* See Vol. II. Part I. p. 298. † See p. 162

armed with muskets, spears, and swivels. On the 29th, when closing the town, the transport grounded too far off to make use of her carronades with good effect. The Burmese then opened their fire from a stockade, which was returned by all the row-boats, forming a line close along-shore, until after sunset; the mortar-vessel likewise took her position, under Captain Kennan, of the Madras artillery, and kept up a well-directed fire the whole night, killing, from report, great numbers of the enemy. The defences of Martaban are thus described by Lieutenant-Colonel Godwin:—

"The place rests at the bottom of a very high hill, washed by a beautiful and extensive sheet of water; on its right a rocky mound, on which was placed a two-gun battery, with a deep nullah under it. This battery communicates with the usual stockade of timber, and behind this a work of masonry, varying from twelve to twenty feet thick, with small embrasures for either cannon or musketry. The stockade runs along the margin of the water for more than three-quarters of a mile, where it joins a large pagoda, which projects into the water in the form of a bastion. The defences then continue a short distance, and end at a nullah, on the other side of which all is thick jungle. The town continues to run in an angle way from the pagoda for at least a mile, and terminates in the house of the Mayoon, close to a stockade up the hill. The whole defence is the water line, with its flanks protected. The rear of the town and work is composed of thick jungle and large trees, and open to the summit."

"At 5 o'clock in the morning of the 30th," says the lieutenant-colonel, "the men composing the first division were in their boats—ninety-eight of H. M. 41st regiment, seventy-five of the 3d native light infantry, eight of the Bengal artillery, and thirty-eight seamen of the royal navy; and I was fully aware that these men would have the business to themselves, as I had no where to wait for the remainder of the force, and every boat was already occupied."

"The advance sounded a little after five, and the boats rowed off, and soon came under a very heavy fire of all arms. On approaching the shore, I perceived there had been a misunderstanding with respect to the spot at which I wished to land, and that we had got on the wrong side of the nullah. As we could not carry the ladders through the mud, I ordered the boats to push off and put in at the place I appointed; at

this time, a heavy fire of artillery and musketry was on us, and *the Lascars would not face it.* Lieutenant Keele, of the Arachne, commanding the naval force with me, pushed on shore, and gallantly went to see if the nullah could be passed: he came back almost directly, and informed me there was a boat in the nullah, over which the men could go, and that the side of the rock to the battery appeared practicable. Trusting to the gallantry of the people with me, I determined to try it; and from the men getting on shore, there was not a halt till we had possession of it. It was stormed under a heavy fire of musketry; the enemy did not leave the fort till we were within a few paces of them, and they even threw stones at us, when we were too much under the fort for their fire to reach us. *It is due to Captain Borrowes, of H. M. 41st regiment, and Lieutenant Keele, R. N., to say they were in first.* I now felt secure of the place, and after waiting till the men had recovered from the exertion, and to get them together, they marched down along the works, and cleared all before them. On marching through the town it was, as usual, deserted, except by a great many women. The emptiness of the houses shewed every preparation had been made, if the place was captured, to prevent our getting any property. I enclose a return of the guns taken, as also the ordnance stores; the quantities of the latter are immense, kept in a stockade about half a mile up the hill, and a regular manufactory to make the powder. Our loss has been comparatively small—seven killed and fourteen wounded. In this immense place, with so many facilities to escape, I cannot guess what the enemy's loss may have been; but from the prisoners, of whom we have a great many, and from other sources, it must have been great; as allowing that two-thirds of the number reported were within this place at the attack, there must have been between three and four thousand."

The ordnance and stores captured at Martaban consisted of sixteen guns of various calibre, one hundred wall-pieces, five hundred muskets, seven thousand round shot, one thousand five hundred grape, one hundred thousand musket balls, nine thousand pounds of lead, twenty thousand flints, ten thousand musket cartridges, six thousand ditto for wall-pieces, twenty-six thousand five hundred pounds of loose gun-powder, ten thousand pounds of saltpetre, and five thousand pounds of sulphur. The Hon. Company's gun-vessel Phaëton was found at this place, with her crew in irons. Her commander had put into Martaban by mistake, and was then a prisoner at Ava.

The loss sustained by the naval detachment was two men killed, one dangerously wounded, and three severely. In con-

cluding his report to Sir A. Campbell, the lieutenant-colonel expresses himself as follows :—

" Where every one contended honorably, it would be difficult to select for your particular notice. * * * * *Lieutenant Keele, of the Arachne, Lieutenant Bazely, of the Sophie, and their respective crews, behaved with their usual gallantry. Lieutenant Keele's unremitting exertions with this little force, as also the share he has taken in the fall of the place, together with the good understanding kept up between the services, I leave for you, Sir, properly to appreciate.*"

At the same period, Lieutenant-Colonel Godwin addressed the following private letter to Lieutenant Keele :—

" *Martaban, Nov. 1st,* 1824.

" My dear Sir,—The events of yesterday, in which you bore so conspicuous a part, call upon me thus early to offer you my warmest acknowledgments of your gallantry and judicious conduct, which tended so much to place this town in our possession, and I shall be most happy to state to Sir Archibald Campbell how much he owes to your bravery and talents on this occasion. Believe me, my dear Sir, ever most faithfully yours,

(Signed) " Hy. Godwin, Lieut.-Col. 41st Regt."

Sir Archibald Campbell describes the capture of Martaban as " an achievement no less honorable than beneficial to the British arms, reflecting the highest credit on every individual composing the force employed." On the 26th Nov., Mr. Secretary Swinton wrote to Sir Archibald as follows :—

" The Governor-General in Council commands me to express his fullest concurrence in the tribute of applause which you have bestowed on Lieutenant-Colonel Godwin, and the officers and men under his command, and on Lieutenant Keele and the seamen of the royal navy, composing the expedition fitted out against Martaban.

" The ability and judgment with which Lieutenant-Colonel Godwin planned the attack, and the gallantry with which the place was carried by the small force of 220 men, against the numerous and well-armed troops of the enemy, reflects the highest credit on the professional character of the officers in command, and the cool and resolute intrepidity of the handful of men by whom so important and brilliant an exploit has been achieved.

" His Lordship in Council accordingly desires, that you will be pleased to express to Lieutenant-Colonel Godwin the very high sense which Government entertain of his conduct on this occasion. *You will also be pleased to convey to Lieutenants Keele and Bazely, of H. M. sloops*

Arachne and Sophie, the acknowledgments of the Governor-General in Council for the zealous and gallant exertions of themselves and the British seamen under their command."

After arranging matters at Martaban, Lieutenant-Colonel Godwin despatched a party against Yeh, situated to the eastward, which fell without resistance. By the capture of these places, the British obtained the command of all the Burman sea-coast to the eastward of Rangoon.

In Jan. 1825, shortly after his return from Martaban, Lieutenant Keele, with forty-eight officers and men under his command, accompanied Lieutenant-Colonel Elrington to the attack of a strong hill fort, situated on the left bank of the Pegu river, about eight miles from Rangoon, and the pagoda of Syriam, five miles in the interior. The troops employed on this occasion landed on the 11th about three quarters of a mile from the fort, and the advanced party moved on until stopped by a deep, unfordable nullah, the bridge over which had been removed, purposely to check their progress: to make another, with planks brought for the occasion, gave the blue jackets an opportunity of displaying their usual activity, skill, and steady courage. On this point the enemy kept up a very galling fire, by which nearly thirty men were killed and wounded, including six belonging to the navy. In a few minutes, however, the bridge was laid, by the sailors swimming across with planks; two gun-boats were also brought up the creek. On the soldiers gaining the opposite bank, and rushing upon the works, the enemy instantly fled, although the place was capable of making a formidable resistance. Four guns were found in the fort, and upwards of twenty swivels. At the attack of the Syriam pagoda, next morning, the sailors assisted in manning the scaling ladders, and "*Lieutenant Keele was the first over*" the outer stockade. "Here ended the military operations, for the enemy made no further resistance, and parties were immediately formed to burn and destroy the works." Lieutenant-Colonel Elrington, in his official letter on this occasion says, "*the naval part of the expedition, under the orders of Lieutenant Keele, was most nobly conducted.*" In a letter from Commodore

Coe, to Captain Chads, dated Mar. 29th, that officer says:— "I have to acknowledge the receipt of your communications of the 14th and 17th Jan. last, and feel much gratified by the continued and successful exertions of the officers, seamen, and marines, under your command, to whom I am again to request you will convey my warmest thanks, more particularly to Lieutenant Charles Keele, of the Arachne."

On the 5th Feb., an expedition was sent to open a passage up the Lyne river; the military part under Lieutenant Colonel Godwin, and the naval, consisting of the Satellite armed transport, the Diana steam-vessel, the Hon. Company's cruiser Prince of Wales, fifteen row-gun-boats, seven boats belonging to H. M. squadron, and several flats and canoes, under the command of Captain Chads. On the 6th, at five P. M., the Satellite, towed by the Diana, advanced upon Than-ta-bain, a strong and imposing position, upon the point of a peninsula, measuring three-quarters of a mile on its water front, built of teak-timber, very high, strongly stockaded, and abattised down to the water's edge, but entirely open in the rear. The boats, in three divisions, were led by Lieutenants Keele, Kellett, and Fraser. The result is thus officially stated by Lieutenant-Colonel Godwin, who was with Captain Chads on board the armed transport:—

"The Satellite laid her broadside on so admirably, as to enfilade the whole of the principal works. At half-musket shot we were received with thirty-six pieces of artillery, independently of jingals. This was forcibly replied to by the guns of the Satellite, assisted by Captain Graham of the Bengal rocket troop, who by his most excellent practice, from the steam-boat, surprised them with an arm of defence that will prove a most formidable weapon. I soon perceived the work all around was easily assailable, and in ten minutes after the signal was made the place was stormed. The resistance within was trifling, although the place was garrisoned by two thousand fighting men. The enemy suffered severely, and were followed for a mile and a half. I have again the pleasure to mention the name of Lieutenant Keele, of H. M. sloop Arachne, who with Lieutenant Hall of the Alligator, *were the first to enter the enemy's position*, and their conduct was most conspicuous: these were followed by Captain O'Reilly, with the grenadiers of H. M. 41st regiment. Our loss, I am most happy to say, is comparatively nothing; and this is accounted for by the boats containing the troops being kept under the

land, out of the enemy's fire, till they were ordered to storm by signal *.

Immediately after the capture of the Than-ta-bain stockade, Captain Chads sent boats up both branches of the river, under Lieutenants Keele and Kellett, who took and destroyed many of the enemy's war-boats. On the morning of the 7th Feb., Lieutenant Keele was again sent up the Panlang branch to explore; and Captain Chads, accompanied by Lieutenant-Colonel Godwin, went up the main branch for the same purpose. Both parties met with and destroyed hundreds of fire-rafts and canoes similarly prepared, lying on the banks for upwards of fifteen miles, some of which the enemy lighted and launched as the boats approached. The following is an extract of a letter from the Secretary to Government at Calcutta, addressed to Sir Archibald Campbell: —

" I am directed to acknowledge the receipt of your despatch relative to the capture of the strong post of Than-ta-bain or Quangalee, by a detachment of troops under the command of Lieutenant-Colonel Godwin, aided by a party of seamen under Captain Chads, and Lieutenants Keele and Hall.

" The Governor-General in Council is happy to observe in the signal and complete success which attended the operations against Than-ta-bain, the same judgment, energy, and skill, on the part of Lieutenant-Colonel Godwin, which distinguished his conduct on the occasion of his being detached against Martaban, and which again demand the unqualified approbation and applause of his Lordship in Council.

" To Captain Chads the Governor-General in Council desires to express his constant acknowledgments for the distinguished share he bore in the action. His Lordship in Council has also noticed, with particular satisfaction, the characteristic gallantry displayed by Lieutenants Keele and Hall, of H. M. ships Arachne and Alligator, who, with their boats' crews, were the first to enter the enemy's post, followed by Captain O' Reilly of the grenadiers of H. M. 41st regiment. His Lordship in Council requests that these sentiments of the Supreme Government may be conveyed to Captain Chads, and Lieutenants Keele and Hall, through the senior officer of His Majesty's ships, &c."

(Signed) " Geo. Swinton."

" *Fort William*, 18*th March*, 1825."

From this period Lieutenant Keele appears to have been

* One seaman drowned; four sailors, three soldiers, and two lascars wounded.

thrown somewhat into the back-ground; captains senior in rank to his gallant friend having successively arrived in the Irrawaddy, and naturally placed in the most prominent situations those with whose merits they were better acquainted. Had Captain Chads retained the uninterrupted command of the naval force in Ava, it is not to be doubted that the "fire eater," as he was once so aptly designated by a late witty member of parliament, would have invariably selected him to be his second in every hazardous enterprise. During the advance upon, and operations against, Donoobew, he was attached to the light division of the flotilla, under the orders of Lieutenant (now Commander) William Smith, of whose services at that period we have recently made mention *. On the 14th April, 1826, Sir Archibald Campbell wrote to Captain Chads as follows:—

"Dear Sir,—In observing with the greatest pleasure the promotion which has taken place in the navy lately serving with the army in Ava, I much regret to remark the name of your first lieutenant, Mr. Charles Keele does not appear in the list of promotions, feeling as I do the meritorious services of Lieutenant Keele, than whom no officer had more frequent opportunities of distinguishing himself, and having been chief in naval command at the taking of Martaban, on which occasion Lieutenant-Colonel Godwin acknowledges the important aid he derived from the seamen under the command of Lieutenant Keele: that service alone will, I should hope, still insure him his promotion. In conclusion I have only to add, that if it is in any way in my power to contribute the name of Lieutenant Keele to the favorable notice of the Lords Commissioners of the Admiralty, it will afford me much pleasure. I remain, my dear Sir, yours very faithfully,

(Signed) "Archibald Campbell, Major-General."

On the 22d July, 1826, Lieutenant Keele, then first of the Alligator 28, to which ship he had been removed with Captain Chads, was advanced to the rank of commander, but he did not hear of his promotion until her arrival at Portsmouth in the end of that year. Previous thereto, Captain Chads had addressed a letter to the Admiralty, of which the following is an extract:

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* See p. 187, *et seq.*

"I beg leave to bear most ample testimony to his forward gallantry on all occasions. From the time of my going to Rangoon till the final treaty of peace at Yandaboo, he was with me, and by his steady good conduct tended very considerably to procure for the naval service those high encomiums that have been bestowed on it, and to myself individually he has been of the greatest service."

On the night previous to his arrival at Spithead, the subject of this memoir nearly lost his life in attempting to save a shipmate from a watery grave. The Alligator was paid off at Plymouth on the 3d Jan. 1827, since which Commander Keele has made many applications for employment, but without success.

THOMAS FRASER, Esq.

Third and youngest son of the late Vice-Admiral Alexander Fraser, Equerry to H. R. H. the Duke of Cambridge, by Helen, eldest daughter of John Bruce, Esq., Advocate, and Collector of the Customs in Shetland *.

We first find this officer serving as admiralty midshipman on board the Leander 60, Captain Edward Chetham, at the battle of Algiers, in Aug. 1816. His promotion to the rank of lieutenant took place on the 16th of the following month, but his commission appears to have been dated back to the 5th, in order to give him precedence of others who did not happen to be so highly connected. He subsequently served under Captain William Ramsden, in the Scout sloop, on the Mediterranean station; and, in Mar. 1823, was appointed to the Larne 20, Captain Frederick Marryat, which ship he commissioned at Portsmouth on the 1st April. Previous to his sailing for the East Indies, he assisted in taking round to the Downs the Ramillies 74, and bringing back the Severn frigate. The following is an outline of his services during the Burmese war.

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* See Vol. I. Part II. p. 458, *et seq.*; and the Addenda, &c., at the end of this volume.

In the beginning of May 1824, he caught the jungle fever, while indefatigably exerting himself in procuring a supply of water for the Rangoon expedition, assembled at Port Cornwallis, in the great Andaman island *. On the 3d June following, two boats under his directions, proceeding from Rangoon to Kemmendine, in advance of a reconnoitring force headed by Sir Archibald Campbell, " carried a small stockade and brought off an 18-pounder carronade: they were afterwards engaged under a most harassing fire of great guns and musketry from another stockade, and suffered severely, though infinitely less than could have been expected on such service." On this occasion, the senior naval officer present officially reported, that " he had every reason to be much satisfied with the co-operation of Lieutenant Thomas Fraser, who commanded the Larne's pinnance, and whose exemplary zeal and gallantry were both conspicuous †."

The numerous fire-rafts which the enemy sent down from Kemmendine, had hitherto kept the naval force at Rangoon in a constant and harassing state of exertion. The incessant annoyance experienced from these attacks rendered it necessary that the stockades which commanded that part of the river should be occupied by the British forces; and they were accordingly attacked and carried on the 10th June. About three thousand troops were employed on this occasion, commanded by Sir Archibald Campbell in person: the naval force consisted of two of the Hon. Company's cruisers, six gun-vessels, six row-boats, and a proa, the whole under the command of Lieutenant Fraser, whose official report is given in p. 12, *et seq.* of our " Narrative of the Naval Operations."

On the 8th July, being then in command of the Satellite armed transport, Lieutenant Fraser accompanied Sir Archibald Campbell to the attack of a fortified and commanding point of land, which not only obstructed the navigation of the river above Kemmendine, but afforded an excellent situa-

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* See *Naval Operations in Ava*, (Appendix to Vol. III. Part I.) p. 3.

† See *id.* p. 11.

tion for the construction of fire-rafts, by the judicious employment of which the enemy contemplated the destruction of our shipping. To this post the Burmese seemed to attach the greatest importance, and their stockades, three in number, were so constructed as to afford mutual support, presenting difficulties apparently not to be overcome without a great sacrifice of lives. "I therefore resolved," says Sir A. Campbell, "to try the effect of shelling, and consulted with Captain Marryat upon the employment of such armed vessels as he might select to breach, in the event of our mortar practice not succeeding. The shells were thrown at too great distance to produce the desired effect, and the swampy state of the country would not admit of any advance. The armed vessels, viz. the Satellite, Teignmouth, Thetis, and Jessey, the whole under the command of Lieutenant Fraser, of H. M. S. Larne, now took their stations according to a disposition made by Captain Marryat, and opened a fire which soon silenced that of fourteen pieces of artillery, besides swivels and musketry from the stockades, and in one hour the preconcerted signal of 'breach practicable' was displayed at the main-mast-head. The troops, as previously arranged, entered their boats on the signal being hoisted. The assault was made in the best order and handsomest style: * * * * the enemy kept up a sharp, but ill directed fire, while the troops were landing, but, as usual, fled on our making a lodgment in the place; * * * * the second stockade was carried in the same style; the third was evacuated by the enemy. * * * * To the officers and men of the breaching vessels every praise is due; and I much regret that severe indisposition prevented Captain Marryat from being present to witness the result of his arrangement *."

On the 11th July, Captain Marryat wrote to the senior officer on the East India station as follows:—

"When I sent away the expedition, under Lieutenant Fraser, on the 7th instant, I could only muster three officers and twelve men fit for duty.

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* See *Naval Operations*, p. 19.

The conduct of Lieutenant Fraser, in the several expeditions which he has commanded, has been that of a gallant and steady officer.*"

On the 8th Aug., a detachment of 400 men, commanded by Lieutenant-Colonel Kelly, proceeded in boats up the Dalla river, accompanied by a party of seamen and marines of the Larne, under Lieutenant Fraser.

"After entering a large creek on the east side of Dalla, and proceeding two miles, two stockades were observed, one on each bank of the river, immediately opposite to each other, and both in commanding situations, particularly that on the left bank, which the lieutenant-colonel instantly decided on attacking. The boats were hove to for a short time, to make the necessary preparations; and as soon as these were completed, the whole moved on under a heavy fire from the guns and musketry in both stockades. The landing was effected under an incessant fire from them, and after great labour and exertion in getting through the mud, which was remarkably stiff, and *thigh deep*, the scaling ladders were placed, and the stockade stormed and immediately carried. Some of the troops then re-embarked, crossed the river, and took possession of the opposite stockade. In his official report to Sir A. Campbell, the lieutenant-colonel expressed himself "highly indebted to Lieutenant Fraser, whose unremitting exertions, throughout the affair, greatly contributed towards the success of the day†." In a letter addressed to the senior officer of H. M. squadron on the East India station, Captain Marryat says, "the gallantry of the officers employed in this expedition deserves the highest encomiums. I am sorry that our list of killed and wounded is so heavy ‡; but it will be accounted for when I state, that in these attacks the Lascars, who man the other boats, will not pull into the fire unless they are led by the officers and men of H. M. sloop the Larne. §"

On the 2d Sept., Lieutenant Fraser accompanied Captain

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* See *Naval Operations*, p. 21. † See *id.* p. 24

‡ Four killed, fifteen wounded. § See *Naval Operations*, p. 25.

Marryat to the Dalla creek, for the purpose of dislodging the Burmese from the stockades which they had re-occupied. Two mortar-vessels and one gun-boat having been anchored within six hundred yards of the enemy's works, and the other gun-boats having taken up a more advanced position, in a battering line, the whole opened their fire at 6 A. M., which was smartly returned by the enemy, both with guns and musketry. At 9 o'clock, a detachment of row-boats, with troops under the command of Major R. L. Evans, pulled up the creek. By this time, the enemy's great guns were silenced, and their magazine blown up; they still, however, held possession of the stockades, and maintained a constant fire of small arms.

The ditches of these works had been so widened as not to allow the scaling ladders to be planted, and a strong chevaux-de-frise was found placed across the creek to impede the advance of the flotilla. The original intention of storming the stockades from the river side was therefore abandoned, and Major Evans determined to attack the smallest in the rear. At half-past 9, he landed with 150 men, forced his way through the jungle by single files, and succeeded in dislodging the Burmese. Possession having been gained, the advance was sounded, and the boats pulled up to the main stockade, which was stormed without loss, the enemy retreating into the jungle. From the precision of the mortar practice, and the excellent fire of the gun-boats, which had completely riddled the stockades, the enemy's loss must have been considerable. Leaving a sufficient force to defend the stockades, Captain Marryat and Major Evans then pushed higher up the creek, where they discovered between twenty five and thirty boats and canoes, laden with arms and ammunition, the whole of which were either destroyed or brought away. In his official letter on this occasion, Captain Marryat says, "the zeal and activity of Lieutenant Fraser was as highly satisfactory to me as creditable to himself *."

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* See *Naval Operations*, p. 26.

The captured stockades now became the site of constant warfare, the enemy proving extremely tenacious of any passage being opened up the creek leading to Thon-tai (the capital of Dalla, and the retreat of the Rangoon people, who had resisted the decree for a levy-en-masse). The flotilla and troops left to defend these works were every night assailed with musketry from the surrounding jungle, and the officers and men of the navy were constantly in their boats, watching, grappling, and towing away fire-rafts.

On the 5th Sept., at midnight, a straggling fire was again heard in the direction of the Dalla stockade, and shortly afterwards a rocket was thrown up, the signal previously arranged with the detachment, in case of immediate assistance being required. With the advantage of a strong flood tide, the boats of the Larne proceeded rapidly to the point of contention, where a heavy fire was exchanged; and as their approach could not be perceived, in consequence of the smoke, the officers and men cheered, to announce that support was at hand; and they had the satisfaction to hear it warmly returned, both by the military and those afloat. The attacks of the enemy had been simultaneous; the gun-vessels in the creek having been assailed by a number of war-boats, while the troops on shore were opposed to a force estimated at from fifteen hundred to two thousand men. Upon perceiving the boats of the Larne advancing a-head of the gun-vessels, the Burmese war-boats made a precipitate retreat. Chase was immediately given, and five of them, which had been most severely handled, and could not keep up with the main body, were successively boarded and carried. "The active and zealous support which he received from Lieutenant Fraser," on this occasion, was publicly acknowledged by Captain Marryat *.

On the 9th Sept., Lieutenant Fraser was sent to search for the passage up to Thon-tai, by way of the Dalla creek, but, after an absence of three days, he returned without having been able to find it. While on this service, two persons

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* See *Naval Operations*, p. 29.

under his command were wounded, by musketry from the shore *.

The scurvy was now making a rapid progress among the crew of the Larne, in consequence of their having been for four months confined to a diet of salt and damaged provisions, added to a total privation of vegetables, and the usual effects of a long continued wet season. Captain Marryat, therefore, supposing that a period of at least six weeks must elapse before active operations could be re-commenced, determined upon proceeding to Penang, where those comforts essentially necessary for the recovery of his crew were then most conveniently to be had. In reply to Captain Marryat's representation of the inefficient state of the Larne, Sir A. Campbell says,—"In taking, I hope, a very short leave of yourself, and the officers and men of the Larne, I shall not dwell, as I otherwise would, on the valuable and ready aid I have invariably received from you all, since the commencement of the present service, embracing duties of perhaps as severe and harassing a nature as ever were experienced by either sailors or soldiers, and under privations of the most trying nature. Any number of Malay sailors you may require, to assist in navigating the Larne to Penang, are at your service."

At the request of Sir Archibald, Captain Marryat left his first lieutenant, William Burdett Dobson, and sixteen of the Larne's crew, in charge of the Satellite, stationed at Pagoda Point †. He then dropped down the river, with only twenty-seven of his original officers and men on board, leaving the naval force at Rangoon under the command of Captain George F. Ryves, of the Sophie sloop, the only vessel of war belonging to his Majesty, then attached to the invading army ‡.

On the 24th Dec., the Larne returned from Calcutta; and soon afterwards, the army and flotilla received large reinforcements from Bengal, Madras, Ceylon, and Chittagong.

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* See *Naval Operations*, p. 30. † See p. 162.
‡ See *Naval Operations*, p. 31.

In the beginning of 1825, Sir Archibald Campbell and Captain H. D. Chads, of the Arachne sloop, then senior naval commander, prepared to advance upon the Birman capital. The joint crews of the Arachne, Larne, and Sophie, including supernumeraries, and the officers and men employed in the flotilla, at this time amounted to no more than 237 persons *.

On the 11th Jan. and following day, Lieutenant Fraser assisted in driving the enemy from the old Portuguese fort, and doubly stockaded pagoda of Syriam: "his steady bravery and good conduct" on this occasion was officially reported †. On the 6th Feb. he commanded a division of boats, under the orders of Captain Chads, at the capture of a formidable stockade at Than-ta-bain, the particulars of which service have been given in the preceding memoir ‡. On the 17th of the same month, the Larne sailed from Rangoon, accompanied by the Hon. Company's cruiser Mercury, and the Argyle transport, with 780 troops under Major Robert H. Sale, for the purpose of attacking Bassein, on the western branch of the Irrawaddy. After a tedious passage, this little armament arrived off Great Negrais on the 24th Feb.; and next day, the boats of the Larne, under Lieutenant Fraser, were sent in to reconnoitre, and sound the passage, in the execution of which service they received a harmless fire from two stockades, apparently full of men, and distant about a mile from each other. On the 26th, at daylight, the Larne and her consorts stood in; the Mercury, on account of her light draught of water, taking the lead. At noon, the first stockade commenced firing; and shortly afterwards the Larne and Mercury took their positions, within one hundred yards: the enemy soon fled, and the troops landed and occupied the work. The second stockade was taken in the same manner, without loss; both of them were burnt, and their guns, &c. either brought off or destroyed. On the 27th, at dark, the expedition anchored

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* See *Naval Operations*, p. 62.

† See *id.* p. 63. ‡ See p. 198.

about thirty-five miles above the entrance of the river. From this point, the stream being very narrow, and the wind blowing strong down every reach, the ascent became extremely arduous; the ships often getting on shore, towing and warping day and night, till the evening of the 3d March, when they anchored about three miles below the town of Bassein, then in smoking ruins and deserted by its garrison. Finding this to be the case, Major Sale immediately landed his troops, and took post in the area of the principal pagoda, a strongly fortified and commanding position. He subsequently made a reconnoissance as far as Lamina, with three hundred troops and seventy seamen, proceeding up the river in boats, under the command of Lieutenant Fraser, and bivouacking at night upon the banks. All the villages he passed were found deserted, the population having been driven into the interior by the retreating Burman warriors. Lamina, also, although a place of great extent, was found abandoned. On the 23d, he returned to Bassein, bringing with him a state barge and several war canoes. During this excursion, two men were wounded by musketry from the jungle, five died from fatigue and privation, and many others became incapable of service.

On the 26th Mar., the Larne weighed and dropped down to Naputtah, a considerable village, which had accepted British protection. On the 28th, he proceeded against the town of Thingang, situated up a branch of the river leading to Rangoon, taking with him fifty seamen and marines, twelve sepoys, and fifty villagers whom he had prevailed upon to fight against the Burmese, and armed with swords and spears. At 3 P. M., while forming for the attack of a force reported to consist of eight hundred men, a canoe came off with intelligence that the enemy would submit to his terms: these were, that all arms should be surrendered, that one hundred and fifty Naputtah men, then detained there to be forwarded to Donoobew, should be liberated and provided with canoes to return to their homes, and that the Wongee of the town should be placed at his disposal. This personage, who had commanded 1000 men at the attack of Rangoon, and been

invested with the gold chattah, was brought away as a prisoner.

On the night of the 30th, the same force was sent, under Lieutenant Fraser, to surprise the village of Pumkayi, where the enemy were stated to be three hundred strong, and commanded by another gold chattah chief. The attack was successful; the Burmese submitted to the terms proposed, and the Wongee, who had fled into the jungle, was followed and taken by the Naputtah men, who, in consequence of their good conduct, were now entrusted with muskets. A party of one hundred men, the only force that remained between Negrais and Bassein, subsequently sent in their submission.

The conduct of Lieutenant Fraser during the above operations was reported to Captain Alexander, then commanding the naval force before Donoobew, in terms of high commendation.

On the 15th April, 1825, Captain Marryat assumed the command of the Tees 26, at Rangoon; and on the 8th of the following month, the Larne took her final departure from thence. The manner in which she was subsequently employed will be seen by reference to our memoir of Commander John Kingcome, under whom and his successor, Commander W. B. Dobson, Mr. Fraser continued to serve as first lieutenant, until Aug. or Sept. 1826, when he was removed into the Athol 28, at Trincomalee. His promotion to the rank of commander took place at home, July 22d, 1826.

ALLEN FRANCIS GARDINER, Esq.

Youngest son of Samuel Gardiner, Esq., of Coombe Lodge, co. Oxford.

This officer was made a lieutenant on the 13th Dec. 1814; appointed to the Leander 60, fitting out for the flag of Sir Henry Blackwood, July 29th, 1819; removed to the Dauntless 24, Captain the Hon. Valentine Gardner, on the East India station, May 11th, 1820; and advanced to the rank of

commander on the 13th Sept. 1826. He married, in July 1823, Julia Susanna, second daughter of John Reade, Esq., of Ipsden House, co. Oxford; which lady died at Godshill Parsonage, May 23d, 1834.

RICHARD OWEN, Esq.

Son of a clergyman in county Wexford, Ireland. He entered the royal navy in 1811; obtained the rank of lieutenant in Feb. 1821; and was appointed to the Leven 24, Captian W. Fitzwilliam Owen, fitting out for a scientific voyage, Nov. 14th, 1821; since which period he has been almost constantly employed as a maritime surveyor, on the African and West India stations. He was made a commander in Sept. 1826; appointed to the Blossom sloop, May 27th, 1829; and is now continuing his surveys in the Thunder, which vessel sailed from England on the 28th June, 1833.

JAMES COOPER BENNETT, Esq.

Served as midshipman on board the Sybille 44, bearing the flag of Sir Charles Rowley, commander-in-chief at Jamaica; and was made a lieutenant of that ship in Aug. 1821. He obtained his present rank on the 26th Oct. 1826; and is now inspecting commander of the coast guard at Belmullets, Ireland.

WILLIAM HEWETT (*b*), Esq.

Entered the royal navy in 1805; passed his examination in June 1812; and was promoted into the Inconstant frigate, Captain Sir Edward Tucker, on the South American station, Sept. 10th, 1814. During the last fifteen years, he has commanded the Protector and Fairy, surveying vessels, on the North Sea station. His promotion to the rank of commander took place on the 8th Nov. 1826.

WILLIAM HENVEY, Esq.

Passed his examination in Jan. 1813; obtained his first commission on the 3d Mar. 1815; and was promoted to the rank of commander Nov. 17th, 1826.

WILLIAM DANIELL, Esq.

Passed his examination in April 1813; obtained his first commission on the 16th Sept. following; and was appointed to the Crocus sloop, Captain Arden Adderley, in Jan. 1814. He subsequently served under the flag of Lord Exmouth, in the Boyne and Queen Charlotte, of which latter ship he was sixth lieutenant at the battle of Algiers. His promotion to the rank of commander took place on the 22d Nov. 1826.

JOHN CORNWALL, Esq.

Eldest son of the late John Cornwall, Esq., of Hendon, co. Middlesex; and grandson of the first Viscount Gardner. He was born on the 22d Jan. 1795; made a lieutenant in April 1815; and promoted to the rank of commander, Nov. 22d, 1826. He married, Dec. 5th, 1822, Charlotte Susan, daughter of Sir John Gregory Shaw Turner; and his youngest sister, Sophia, has since been united to the Rev. Robert William Shaw, son of the same baronet.

ROBERT SHARPE, Esq.

Knight of the Royal Portuguese Order of the Tower and Sword.

Obtained his first commission on the 13th Mar. 1815; and was a lieutenant of the Windsor Castle 74, Captain (now Sir Charles) Dashwood, when King John of Portugal took

refuge on board that ship, at Lisbon, in May 1824, His promotion to the rank of commander took place Nov. 24th, 1826.

WILLIAM CARLETON, Esq.

Son of the late General Carleton. Obtained his first commission on the 18th July, 1810; served during the latter part of the war with France, in the Royal George, first rate, Captain T. F. C. Mainwaring, on the Mediterranean station; and was promoted to the rank of commander, Dec. 2d, 1826. He married, in 1832, Rosamond, daughter of the late Lieutenant-General Orde, of Westwood Hall, Northumberland.

WILLIAM TUCKER (*b*), Esq.

Was made a lieutenant on the 26th Dec. 1822; and served with great credit under Commodore Bullen, on the African station, in 1824, 5, and 6.

On the 6th Sept. in the latter year, after capturing a beautiful Spanish schooner, the Nicanor, with 176 slaves on board, Lieutenant Tucker, then commanding the Maidstone's tender, Hope, a schooner of five guns and twenty-six men, was ordered to scour the Bight of Benin, and examine more particularly Lago, Whydah, and Badagry. At Whydah there were no less than twelve vessels waiting for slaves; and one of these, a Brazilian brig of nine guns and seventy-six men, was taken by the Hope, after a gallant action of two hours and a half. A letter written by an officer of the squadron gives us the following particulars:—

"One of those vessels, a fine brig of 287 tons, had just come over from Rio Janeiro, with her water filled, slave-deck laid, and farina and yams on board. She was by her papers allowed to take 701 slaves. After examining her, Lieutenant Tucker was convinced she would be off in the course of a day or two; and, running out of sight, placed himself in a situation likely to intercept her. As he suspected, so it turned out, for

the Hope was no sooner lost sight of, than the brig began to embark slaves, and in the course of three hours put to sea, with 587 men, women, and children on board. The next morning Tucker saw her, not far off, and, after a chase of twenty-eight hours, began an action with her, which was severely contested for two hours and a half, when, the Hope having two guns dismounted, Tucker made up his mind to board her, he being at this time slightly wounded. Under a fine young man (Mr. Robert Lamport Pengelly) who headed the boarders, a sharp conflict took place, but the Brazilians at length laid down their arms and called for quarter. Pengelly was shot in the side in boarding, but went on. The brig had thirteen men killed and twelve wounded: the Hope not a man slain, and only three persons wounded: three of the poor Africans were killed and eleven wounded.

The commander of the Hope and his gallant assistant were both promoted on the 9th Dec. 1826. The former married, in Oct. 1827, Susannah Fortune, third daughter of Thomas Selby, Esq., of Otford Castle, Kent; the latter was lately serving as lieutenant of the Asia 84, on the Mediterranean station.

FRANK RAMSDEN, Esq.

Passed his examination in Feb. 1816; obtained his first commission on the 7th Nov. 1818; subsequently served as lieutenant of the Prince Regent 120, bearing the flag of Sir Benjamin Hallowell in the river Medway; and was promoted to his present rank on the 15th Dec. 1826.

BENJAMIN MORTON FESTING, Esq.

Son of Commander H. Festing, R. N., who died at Andover, in 1807; and nephew to the late Vice-Admiral Sir Richard Grindall, K. C. B.

This officer obtained his first commission on the 19th Feb. 1812; and served, during the remainder of the war, as lieutenant of the Eagle 74, Captain (now Sir Charles) Rowley, on the Mediterranean station. In Nov. 1814, we find him sailing for the East Indies, in the Tyne 24, Captain John

Harper. In April 1819, he was appointed to the Camelion sloop, Commander W. J. Mingay, on the Portsmouth station. He was promoted to his present rank, Dec. 22d, 1826.

One of Commander Festing's brothers, (Robert Worgan George) is a captain in the royal navy; and two others (Colson and Thomas Colson) are lieutenants.

WILLIAM NEHEMIAH CLARKE, Esq.

Was made a lieutenant on the 19th Sept. 1806; and commander, Dec. 28th, 1826. During several years of the late war, he served under various commanders, in the Redwing sloop, on the Mediterranean station.

WILLIAM HEWGILL KITCHEN, Esq.

Was made a lieutenant on the 12th May, 1808; advanced to his present rank in the beginning of Mar. 1827; and appointed an inspecting commander of the coast guard, July 6th, 1830. He married, in 1820, Miss Bell, of Shields, co. Durham.

RICHARD STUART, Esq.

Obtained his first commission on the 14th June, 1809; and was slightly wounded while commanding a boat belonging to the Cumberland 74, at the capture and destruction of a French convoy, in the bay of Rosas, Nov. 1st following *. His promotion to the rank of commander took place Mar. 12th, 1827.

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* See Suppl. Part III. p. 159.

JAMES CHEAPE, Esq.

Was made a lieutenant on the 5th Sept. 1816; and commander Mar. 12th, 1827.

JAMES CREAGH, Esq.

Passed his examination in June 1816; served as midshipman at the battle of Algiers, and obtained his first commission on the 16th Sept. in the same year. He was made a commander Mar. 31st, 1827.

EDWARD STEPHENS, Esq.

Was made a lieutenant in Mar. 1796; and commander on the 11th April, 1817. He married, in 1815, Miss Jane Comben, of West Cowes, Isle of Wight.

This officer is the author of "A Plan for Renovating the Navy, by removing the Aversion of Seamen, and establishing a System that would insure its future Prosperity,"—published in 1819, pp. 33, price 2*s*.

CHARLES ENGLISH, Esq.

Was made a lieutenant on the 21st Mar. 1812. He subsequently served under Captains Charles Dashwood, Robert Preston, Robert Tait, and G. H. Guion; in the Cressy 74, Euphrates 36, Larne 20, and Tribune 42. His commission as commander bears date April 17th, 1827.

This officer married, Oct. 11th 1834, Jemima Georgiana, only daughter of the late James Carden, Esq., of Bedford Square, London.

GEORGE SHEPHERD DYER, Esq.

Son of John Dyer, Esq., late Chief Clerk of the Admiralty.

This officer was made a lieutenant on the 1st April, 1823; promoted to his present rank, April 17th, 1827; and appointed an inspecting commander of the coast guard, April 17th, 1832.

PARKER DUCKWORTH BINGHAM, Esq.

Son of the late Rear-Admiral Joseph Bingham, by Sarah, second daughter of the late Admiral Sir William Parker, Bart.

This officer was made lieutenant into the Myrmidon 20, Captain H. J. Leeke, on the African station, April 28th, 1821; and promoted to the rank of commander, April 26th, 1827. He married, in 1833, Emily, eldest daughter of Major-General Payne, of Weybridge.

EDWIN RICHARDS, Esq.

Was made a lieutenant in April 1811; appointed to the Pactolus frigate, Captain the Hon. F. W. Aylmer, Sept. 14th, 1813; and promoted to his present rank on the 28th April, 1827. He has since been employed as an inspecting commander of the coast guard.

JOSIAH OAKE, Esq.

Was made a lieutenant in Mar. 1815; appointed to the Adventure surveying vessel, Captain William Henry Smyth, Jan. 23d, 1821; and advanced to the rank of commander, April 28th, 1827.

JOHN BALFOUR MAXWELL, Esq.

Entered the royal navy in 1812; and served as midshipman on board the Alceste frigate, Captain (afterwards Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816—7 *. He was made a lieutenant on the 6th April, 1820; appointed to the Briton frigate, commanded by Sir Murray Maxwell, Nov. 30th, 1822; and promoted to the command of the Chanticleer sloop, April 28th, 1827. His last appointment was, June 6th, 1833, to the Gannet sloop, on the Jamaica station, from whence he returned home in Feb. 1834.

HENRY ESCH ATKINSON, Esq.

This officer passed his examination in July 1813, at which period he was a midshipman of the Vigo 74. He obtained the rank of lieutenant on the 16th Feb. 1815; and subsequently served in the Bacchus 16, Commander William Hill; Brazen 26, Captain William Shepheard, on the Cape of Good Hope station, from whence he returned home invalided in 1820; Queen Charlotte 108, flag-ship of Sir James Hawkins Whitshed, commander-in-chief at Portsmouth; and Britomart 10, Commander Octavius V. Vernon, on the Jamaica station. He was appointed a supernumerary lieutenant of the Hyperion 42, coast guard dépot, at Newhaven, Aug. 23d, 1825; removed to the Weazle sloop, Commander John Dundas, fitting out at Portsmouth, Mar. 9th, 1827; and advanced to his present rank on the 30th of the following month.

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* See Vol. II. Part II. pp. 805—816.

ALEXANDER SHAIRP, Esq.

Obtained his first commission in Mar. 1815; and subsequently served in the Rochfort 80, and Beaver and Nimrod sloops. He was made a commander on the 30th April, 1827.

CHARLES HENRY SWINBURNE, Esq.

Second son of Sir John Swinburne, Bart., F. A. S., by Emma, daughter of Richard Henry Alexander Bennet, Esq., of Beckenham, co. Kent, and niece to the late Frances Julia, dowager Duchess of Northumberland.

This officer was made a lieutenant on the 14th July, 1818; appointed to the Glasgow frigate, Captain (now Sir Bentinck C.) Doyle, fitting out for the East India station, Mar. 26th, 1821; and promoted to the rank of commander April 30th. 1827. His last appointment was, Sept. 7th, 1829, to the Rapid sloop; which vessel he paid off, at Portsmouth, July 15th, 1833. The following is his official report to Vice-Admiral the Hon. Sir Henry Hotham, of a curious and interesting discovery on the south-west coast of Sicily:—

"*H. M. sloop Rapid, at Malta, July 22d,* 1831.

"Sir,—I have the honor to inform you that on the 11th of July, 1831, at 4 p. m., the town of Marsala bearing by compass E. ½ N. 9 miles, I observed from on board H. M. sloop under my command, a high irregular column of very white smoke or steam, bearing S. by E. I steered for it, and continued to do so till 8-15, p. m., when having gone about thirty miles by the reckoning, I saw flashes of brilliant light mingled with the smoke, which was still distinctly visible by the light of the moon.

"In a few minutes the whole column became black and larger; almost immediately afterwards several successive eruptions of lurid fire rose up amidst the smoke; they subsided, and the column then became gradually white again. As we seemed to near it fast, I shortened sail, and hove to till daylight, that I might ascertain its nature and exact position. During the night the changes from white to black with flashes, and the eruption of fire, continued at irregular intervals, varying from

half an hour to an hour. At daylight I again steered towards it, and about 5 A. M., when the smoke had for a moment cleared away at the base, I saw a small hillock of a dark colour a few feet above the sea. This was soon hidden again, and was only visible through the smoke at the intervals between the more violent eruptions.

" The volcano was in a constant state of activity, and appeared to be discharging dust and stones with vast volumes of steam. At 7-30, the rushing noise of the eruptions was heard. At 9, being distant from it about two miles, and the water being much discoloured with dark objects at the surface in various places, I hove to and went in a boat to sound round and examine it. I rowed towards it, keeping on the weather side and sounding, but got no bottom till within twenty yards of the western side, where I had eighteen fathoms soft bottom; this was the only sounding obtained, except from the brig, one mile true north from the centre of the island, where the depth was 130 fathoms soft dark brown mud. The crater (for it was now evident that such was its form) seemed to be composed of fine cinders and mud of a dark brown colour; within it was to be seen in the intervals between the eruptions a mixture of muddy water, steam, and cinders dashing up and down, and occasionally running into the sea over the edge of the crater, which I found on rowing round to be broken down to the level of the sea on the W. S. W. side for the space of ten or twelve yards. Here I obtained a better view of the interior, which appeared to be filled with muddy water violently agitated, from which showers of hot stones or cinders were constantly shooting up a few yards, and falling into it again; but the great quantities of steam that constantly rose from it prevented my seeing the whole crater.

" A considerable stream of muddy water flowed outward through the opening, and, mingling with that of the sea, caused the discolouration that had been observed before. I could not approach near enough to observe its temperature; but that of the sea, within ten or twelve yards of it, was only one degree higher than the average, and to leeward of the island, in the direction of the current (which ran to the eastward), no difference could be perceived, even where the water was most discoloured; however, as a 'mirage' played above it near its surface, it was probably hot there.—The dark objects on the surface of the sea proved to be patches of small floating cinders. The island or crater appeared to be 70 or 90 yards in its external diameter, and the lip as thin as it could be, consistent with its height, which might be 20 feet above the sea in the highest, and six feet in the lowest part, leaving the rest for the diameter of the area within. These details could only be observed in the intervals between the great eruptions, some of which I witnessed from the boat. No words can describe their sublime grandeur; their progress was generally as follows:—After the volcano had emitted for some time its usual quantities of white steam, suddenly the whole aperture was filled with an

enormous mass of hot cinders and dust, rushing upwards to the height of some hundred feet, with a loud roaring noise, then falling into the sea on all sides with a still louder noise, arising in part, perhaps, from the formation of prodigious quantities of steam, which instantly took place. This steam was at first of a brown colour, having embodied a great deal of dust; as it rose it gradually recovered its pure white colour, depositing the dust in the shape of a shower of muddy rain. While this was being accomplished, renewed eruptions of hot cinders and dust were quickly succeeding each other, while forked lightning, accompanied by rattling thunder, darted about in all directions within the column, now darkened with dust and greatly increased in volume, and distorted by sudden gusts and whirlwinds. The latter were most frequent on the lee side, where they often made imperfect water-spouts of curious shapes. On one occasion some of the steam reached the boat; it smelt a little of sulphur, and the mud it left became a gritty sparkling dark brown powder when dry. None of the stones or cinders thrown out appeared more than half a foot in diameter, and most of them much smaller.

"From the time when the volcano was first seen till after I left it, the barometer did not fall or rise; the sympiesometer underwent frequent but not important changes, and the temperature of the sea did not bespeak any unusual influence.

"After sunset, on the 18th, soundings were tried for every hour, to the average depth of eighty fathoms, no bottom. The wind was N. W., the weather serene.

"On the forenoon of the 19th, with the centre of the volcano bearing by compass S. by W. ½ W. one mile distant, good sights, for the chronometer gave the longitude 12° 41′ East; and at noon on the same day, when it bore W. by N. ½ N. by compass, the meridian altitude of the sun gave the latitude 37° 7′ 30″ North; an amplitude of the sun the same morning gave the variation of 1½ point westerly. It is worthy of remark, that on the 28th of June last, at 9-30 P. M., when passing near the same spot in company with the Britannia, several shocks of an earthquake were felt in both ships. I have the honor to be, &c.

(Signed) "C. H. SWINBURNE."

The appearance of this volcanic island, in Aug. 1831, is thus described by Mr. Alick Osborne, surgeon of the Ganges 84, Captain George Burdett:—

"On the 19th, we got sight of Graham Island in the afternoon; it is about twenty-seven miles from Sciacca on the southern coast of Sicily, lat. 37° 11′ N., long. 12° 44′ E. It appeared two hummocks, united by a lower neck of land; and from the southern extremity emitted a column of smoke or vapour of uncertain density and magnitude. On the 20th, after diligently working to windward all night, we approached the island

considerably; and the breeze springing up favourable from the S. E., we were enabled to heave to within one mile distance, at ten o'clock, A. M. On our approach to the island we observed immense shoals of porpoises, and multitudes of sea-fowl, chiefly gulls, attracted, no doubt, by the fish which may have been destroyed by the late volcanic eruptions. It was very remarkable what a regular distance these voracious tribes kept from the land, about four or five miles, not one being observed near the shore on our visit to the volcano.

"The island appeared about 160 feet high, presenting a various aspect, as the bearing by compass altered; but in general, that of two longitudinal hills connected by intermediate low land, sending up smoke or vapour in abundance. On the western and highest part we observed the union flag of England waving majestically over this new and appalling scene of danger and desolation. At ten A. M., the boats were lowered down and manned; and in pursuance of previously concerted arrangements with the commander-in-chief, all officers impelled by curiosity or science, desirous of witnessing the phenomenon, took their places in them accordingly.

"We pushed off from the ship, made sail, and landed in a little bay on the N. E. side of this sombre lonely isle. A boat from the St. Vincent preceded us a few yards, and the bowman, an officer, prepared to be first ashore, touched the ground with the boat-hook, laid his weight upon it, pushed it down the second time firmly, with a kind of apparent misgiving of terrestrial stability, and jumped upon the beach. We were all on shore in an instant, scampering up the hill to the flag-staff, through a dense, oppressive vapour of carburetted hydrogen gas. The flag-staff is on the highest point of the island, bearing the name of Lieut. Coleman, of the cutter Hind, and from it we had a bird's-eye view of the wonderful scene.

"In the centre of the island, to the eastward of us, was a circular basin, of about ninety feet diameter, of boiling salt water, of a dingy red colour, from the peroxide of iron in solution. The active ebullition from the centre, and emission of steam from the whole surface were evident to every one. From the summit where we stood, this basin appeared like a funnel a quarter full, the bank shelving down in the same imaginary proportion. The vapour here was oppressive to most of us, affecting the digestive more than the respiratory organs, producing nausea and faintness, without any sense or feeling of suffocation. The pulse was not affected in the least; mine was 86, accelerated by the exertion of quickly ascending the hill, breathing a highly rarefied atmosphere, not a little augmented by the internal caloric emitted copiously in vapour from the earth, as well as the heat of a scorching sirocco sun, which was extremely fervent this day.

"On the S. W. side of the island, adjoining the principal crater, was a terrific ebullition and agitation of the sea, evidently the commencement

of a new crater, with constant ascension of dense white steam, impregnated with the carburetted hydrogen gas, which blackened the silver and watches in the pockets of the observers. That this vapour was not impregnated with sulphur, I infer, first, from the absence of that peculiar fetor, and its not affecting the lungs; secondly, from the colour of the water in the crater, which, by coming in contact with sulphuretted hydrogen gas, would have been changed to a protoxide, and been black in place of red. This last chemical test I consider conclusive on this point; but it has been the custom to speak of sulphureous smoke, which, by-the bye, may have been ejected in actual combustion, during the violence of previous eruptions, but certainly not now, in form of gas.

"On our descent, passing the margin of the crater, where it was not more than twenty feet to the boiling surface, I threw off my jacket, and jumped down, to the astonishment of all present, anxious alike to procure something from the cauldron, and try the temperature of the water. I plunged my hand into the margin, but quickly withdrew it, finding it about 190° of Fahrenheit; the reduction of twenty-two degrees being easily explained, on reflecting on the extended surface becoming exposed to the atmosphere in a basin, as before mentioned, of two hundred and seventy feet in circumference. The water was excessively salt, owing to the continued evaporation, since the direct communication with the sea has been closed (probably with the last eruption), and appears something lower than the sea, leaving evident marks of decrease on the coloured masses of scoria round the margin.

"The island is about a mile in circumference, nearly round, or perhaps an imperfect spheroid, indented at the ends, where the great crater was at different periods connected with the sea. It is about one hundred and fifty or sixty feet high. The substance of which the island is composed is chiefly ashes, the pulverised remains of coal deprived of its bitumen, iron scoria, and a kind of ferruginous clay or oxided earth. The scoria occurs in irregular masses: some compact, dense, and sonorous; others light, friable, and amorphous with metallic lustre, slightly magnetic, barely moving the load-stone. I only procured one native stone, a piece of limestone about two pounds weight, thrown up with the incumbent earth, having no marks of combustion. There was no trace whatever of lava, no terra puzzolana, no pumice stone, no shells or other marine remains, usually found at Ætna and Vesuvius. Around the island, where Neptune makes his advances, the sides fall down in abrupt precipices; and we could discern every strata ejected by each separate eruption; the water evaporating, left an incrustation of salt, which now appears a white, firm layer, plainly marking the regular progress and formation of the island. The surface of the island is likewise covered with a similar incrustation, in some places so thick as to be visibly white at some distance at sea.

" From the nature of this island, there being no bond of coherence in its heterogeneous particles, and from the precipitous falling down of its sides by the action of the sea, I am inclined to think, that there is not the stability of permanence in its composition. The insatiable ocean will encroach upon its base; the winds of heaven will scatter the dusty surface to the four cardinal points of the compass; the rain will dissolve the saline bond of union, and the crumbling ruin will gradually sink and extend its base, to a bank barely above the level of the sea. Its loss will not be deplored, for the screaming sea-bird instinctively wheels and directs his flight to a distant part of the ocean, to avoid the dark and desolate spot; and even the inhabitants of the deep seem to avoid the unhallowed shore."

The following particulars respecting the disappearance of this extraordinary phænomenon, appeared in the Nautical Magazine for April, 1832 :—

" On the 16th Nov. the island was seen by the master of a trading vessel, between Malta and Marseilles, at which time it had diminished to within a very few feet above the surface of the water. The same person, returning to Malta from Marseilles, having shaped a course for it from Maritimo, with fine weather, passed within two miles of the place where it had been, without seeing it.

" The master of another of these traders, on the 11th and 12th Dec. observed the sea breaking over the place where it had been, but could not see the island. Bad weather obliged him to bear up for Trapani, where he was informed, by the officer commanding a Sicilian gun-boat, that he had hoisted the Sicilian flag on the low hummock, which still remained on the 1st Dec. and that, having returned to it on the 9th following the whole had disappeared.

" The American brig Flora passed the situation of it on the 19th Dec. being in lat. 37° 9′ N. and long. 12° 43′ E. at noon of that day. The weather being fine, and the water smooth, an extensive reef was seen, and this vessel passed about half a mile to the northward of it.

" The master of the Lady Emily (the government yacht of Malta) passed the reef on the 9th Jan. and saw the sea breaking on it; and the fishermen of Pantellaria assert that there was then six feet of water on it.

" The French Admiral Hugon searched for it unsuccessfully during a whole day, previous to his arrival at Malta on the 14th Jan.

" Lieutenant Andrew Kennedy, commanding H. M. steam-vessel Hermes, passed it on the 4th and 5th Feb. and found a sensible change in the smoothness of the water when under its lee for a short time, when a heavy cross sea was running, and the wind was strong."

The following official account of this shoal is copied from the Malta Gazette :—

"*H. M. sloop Rapid, Aug. 25th*, 1832.

"Sir.—I have the honor to inform you, that, in compliance with your order of the 18th June last, I have examined the spot where the volcanic island appeared last summer. It has left a dangerous shoal, consisting principally of black sand and stones, with a circular patch of rock in the middle of it, about 42 yards in diameter, on which there are two fathoms of water generally, but on one spot only nine feet. All around the rock there are from 2½ to three fathoms, deepening gradually to five and six fathoms at the average distance of 100 yards from the centre; then more rapidly to 10, 20, 30, 40, &c. fathoms. A small detached rock, with 15 feet water on it, lies 130 yards to the S. W. of the central patch. About ¼ of a mile N. W. of the centre there is a detached bank, with 23 fathoms on it. All the rock appears to be dark coloured porous lava; and the sand, which is extremely fine in the deepest water, is composed entirely of particles of the same substance. By this the soundings near the shoals may be distinguished, but it should be approached with great caution, as a large extent of deep water discoloured, which lies to the south-west, may be mistaken for it, while the real danger is seldom visible till it is near, being composed of very dark-coloured materials, and it is so steep that the lead cannot be trusted. Its latitude and longitude, as far as my limited means of observation enabled me to decide, are 37° 9′ north, and 12° 43′ east of Greenwich. In four days, during which the wind was constantly from N. W., currents were perceived from N. W., N., and N. E,, the N. W. prevailing, and sometimes running at the rate of a mile an hour. The temperature of the water, on and near the shoal, does not differ from that of the sea at a distance. I have moored in three fathoms water, at the N. W. side of the shoal, a water cask, painted white, with a pole on it, surmounted by a white ball, and at the S. E. side of the shoal, in 3¼ fathoms, a similar cask, painted black, bearing a black ball on a pole. These two buoys are about 120 yards apart.

(Signed) "C. H. Swinburne."

"*To Vice-Admiral the Hon. Sir Henry Hotham, K. C. B. &c. &c. &c.*"

Thus has a volcanic eruption become a most formidable danger to our Mediterranean cruisers and trade.

JOHN RIVETT CARNAC, Esq.

Entered the royal navy in 1810; obtained his first commission in Oct. 1818; and subsequently served as lieutenant of the Racehorse sloop, Captains the Hon. George P. Campbell and Charles Abbot, in the Mediterranean; Rochfort 80, flag-ship of Sir Graham Moore, commander-in-chief on that station; Galatea 42, Captain Sir Charles Sullivan, fitting out at Deptford; and Success 28, Captain James Stirling, employed in examining the western coast of New Holland, previous to the establishment of the colony at Swan River *. He was made a commander on the 30th April, 1827; appointed to the Wellesley 74, Captain Samuel Campbell Rowley, Sept. 21st, 1830; and paid off from that ship Jan. 21st, 1832.

SPENCER LAMBART HUNTER VASSALL, Esq.

Eldest son of the late Lieutenant-Colonel Spencer Thomas Vassall, H. M. 38th regiment, who, after twenty-eight years of active and unremitting service, during which he had acquired a high military reputation, was mortally wounded at the storming of Monte Video, Feb. 3d, 1807, at the moment he had conducted his corps through the breach in the walls of that fortress. The following is taken from a printed memoir of that gallant officer:—

"Lieutenant-Colonel Vassall was the second son of the late John Vassall, Esq., of the Crescent, Bath, and of Newfound River, in the island of Jamaica. The latter derived his origin from a gentleman of the same name, who, as Rushworth informs us, fitted out two ships of war at his own expence, and led them in person against the Spanish Armada, in the year 1588. He also reckoned among his immediate ancestors Alderman Samuel Vassall, member in several successive parliaments for the city of London, who took an active part in the political transactions of his time. He was the first man in England who had the courage to

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* See Suppl. Part IV. p. 200.

refuse payment of the arbitrary tax of tonnage and poundage. He was one of the three hundred members who signed the protestation to support the church of England and the liberty of parliament; and was appointed one of the members of the council during the recess. His name stood at the head of the list of subscribers for raising money against the rebels in Ireland; for which purpose he bestowed the sum of 1200*l*. The son of this Samuel Vassall afterwards embarked for America, and purchasing two-twentieth shares of Massachussett's Bay, in New England, became an original settler in that country, where the family henceforward resided, and where the lieutenant-colonel and his father were both born. the latter, who, at the commencement of the civil war, was a colonel of militia, and one of his Majesty's council for the province of Boston, did not attempt to conceal the sentiments of loyalty and attachment to his sovereign, with which he was animated; and after many fruitless efforts to support the royal cause, becoming at last convinced that any further struggle would be ineffectual, he abandoned his native country and his property, and came with his wife and children to England, supporting an honourable independence on an estate which still belonged to him in the island of Jamaica. Though his family was large, and the losses which he had suffered in America were considerable, his high and noble spirit would not allow him to accept of any remuneration for the sacrifices to which his adherence to Great Britain had compelled him to submit; and he contented himself with receiving back those advances which he had actually made for the service of government. On being pressed by Lord George Germain, then H. M. secretary of state for the colonial department, to bring forward his claims he modestly answered, 'It shall never be said, that I emigrated from my own country to become a charge on this.' So ardent, indeed, was his attachment to our gracious sovereign, that he never could be persuaded to use his family motto, 'Sæpe pro rege semper pro republicâ;' because, though these words when properly construed, are expressive of the purest patriotism, he was apprehensive lest they might be misinterpreted, and considered as conveying a sentiment unfavorable to monarchical principles. Such was the father of the gallant Lieutenant-Colonel Vassall, who, from the first hour in which he became a soldier, to the moment of his honorable death, seemed only to exist for the profession which he had chosen, and for the country which he served.

"The Vassall arms were a cup and sun; a ship for a crest. The lieutenant-colonel's descendants have been granted the following heraldic honors, commemorative of his heroic death:—The sun rising in full splendour from behind the breached bastions of a fortress, and above the same, the words 'Monte Video;' the number '38th' on a canton argent within a branch of cyprus and another of laurel, the stems uniting in saltire; and for their crest, on a wreath of the colours upon a mount vert, a breached fortress, thereon hoisted a flag, gules, with the inscription

'Monte Video,' in letters of gold; motto, 'Every bullet has its billet,' supported by two colours on each side, half furled *."

Besides a widow (Catharine, daughter of the Rev. D. Evans, D. D., of Harley Street, London, chaplain to King George III., and rector of West Tilbury, co. Essex), Lieutenant-Colonel Vassall left four children to deplore his loss, the elder of whom was not eight years of age at the time of his father's death.

Mr. Spencer L. H. Vassall entered the royal navy in May 1812, as midshipman on board the Venerable 74, Captain Sir Home Popham, and was present at the successful attack soon afterwards made upon the French troops in possession of Lequitio, on the north coast of Spain, by a squadron under the orders of that officer, aided by a body of guerillas. He subsequently witnessed the destruction of the fortifications of Bermeo and Plencia, the castle of Galea, and the batteries of Algorta, Begona, El Campillo las Quersas, and Xebiles; the reduction of Castro, the attacks upon Puerta Galletta, Guetaria, and Santander; and the capture of the castle of Ano †.

In April 1813, Mr. Vassall followed Sir Home Popham into the Stirling Castle 74, fitting out for the conveyance of the Marquis of Hastings to India. In June 1814, he was removed into the Magnificent 74, Captain (now Sir Willoughby T.) Lake, with whom he proceeded to the West Indies. On his return from thence, in Aug. 1815, he joined the Lacedemonian frigate, Captain Samuel Jackson; and in Oct. following, sailed with that officer, in the Niger 38, for North America. After visiting Annapolis, Quebec, and Halifax ‡, he was turned over to the Harrier sloop, Captain Sir Charles T. Jones.

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* When Lieutenant-Colonel Vassall observed any of his men stoop or flinch, at the assault of Monte Video, he cried out as loud as possible, "Brave 38th, my brave men, don't flinch; *every bullet has its billet*. Push on, follow me, 38th!" He rallied them repeatedly until he got them inside the breach.

† See Vol. II. Part II. pp. 523—527.

‡ See Suppl. Part I. p. 278.

In June 1818, he returned to England, for the purpose of passing his examination; and in Oct. following, we find him on board the Iphigenia 42, Captain Hyde Parker, destined to Jamaica, where he was appointed an acting lieutenant of that ship, by Sir Home Popham, Mar. 11th, 1819. His commission appears to have been confirmed at home, on the 3d July, in the same year.

Mr. Vassall's next appointment was, July 5th, 1820, to the Blossom 26, in which ship he served, under Captains Frederick E. V. Vernon (now Harcourt) and Archibald M'Lean, on the St. Helena and South American stations, until July 1823, when he was obliged to return home, for the recovery of his health, which had been much impaired by two attacks of yellow fever. In July 1824, he joined the Prince Regent 120, flag-ship of Sir Robert Moorsom, in the river Medway; in July 1825, the Ranger 28, Captain Lord Henry Thynne, fitting out for the South American station; and in April 1827, the Ganges 84, bearing the flag of Sir Robert Waller Otway, by whom he was promoted to the command of the Eclair sloop, in the month of July following. His advancement to the rank of commander had then already taken place, by commission dated April 30th, 1827. After paying off the Eclair, in Sept. 1827, he remained on half-pay till Nov. 24th, 1831, when he was appointed to the Harrier, a new 18-gun corvette, of very superior construction, in which vessel he is at present serving on the East India station.

Commander Vassall's only brother is a captain in H. M. 78th regiment, the Highland, or Ross-shire, Buffs. His eldest sister, wife of the Rev. E. P. Henslowe, chaplain in the royal artillery, died at Tunbridge Wells, in Aug 1834; his youngest sister is married to the Hon. T. Le Marchant Saumarez, son of Admiral Lord De Saumarez, G. C B.

HON. FRANCIS MAUDE.

Fifth and youngest son of Cornwallis, first Viscount Hawarden and Baron de Montalt, by his third wife, Isabella Elizabeth Stanley, sister to the first Viscount Monck*.

This officer was born in 1798; and made a lieutenant on the 7th Oct. 1820; previous to which he had been acting as such in the Superb 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. He obtained the rank of commander on the 30th April 1827; and subsequently married Frances, second daughter of the Hon. A. H. Brooking, collector of H. M. Customs at St. John's Newfoundland, and Member of the Council for that island.

PERCY FRASER HALL, Esq.

A son of the late Very Rev. Charles Henry Hall, Dean of Durham, who died in 1827, by the Hon. Anna Maria Bridget Byng, third daughter of John, fifth Viscount Torrington, and aunt to the present peer.

This officer was made a lieutenant on the 16th Oct. 1821; appointed to the Active frigate, Captain Andrew King, Feb. 25th, 1822; and promoted to his present rank April 30th, 1827. He married, Sept. 25th, in the same year, Amelia Ourry, eldest daughter of the late Captain George Wolfe, R. N., C. B.

THOMAS MAITLAND, Esq.

A Deputy Lieutenant of Berwickshire.

This officer entered the naval service in 1816; obtained his first commission on the 16th May, 1823; and was promoted

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* See Vol. IV. Part I. p. 424.

to his present rank while serving under the flag of Sir Robert Waller Otway, in the Ganges 84, on the South American station, April 30th, 1827. He was appointed to the Sparrowhawk sloop, on the West India station, June 14th, 1832; and paid off at Portsmouth, May 7th, 1833. The Sparrowhawk brought home 589,405 Mexican dollars, and 42 bales of cochineal. On the day after her arrival at Spithead, two of her crew were killed and three others wounded, by the accidental discharge of a gun which had just before missed fire during exercise.

Commander Maitland married, Feb. 7th, 1828, at Rio Janeiro, Amelia, daughter of William Young, Esq.

RICHARD CROZIER, Esq.

Knight of the Royal Portuguese Military Order of the Tower and Sword.

Son of R. B. Crozier, Esq., a retired military officer, of Western Cottage, Freshwater, Isle of Wight, was made a lieutenant, while serving as midshipman of the Royal Sovereign yacht, Sept. 6th, 1823; and promoted to his present rank on the 30th April, 1827.

EDWARD JOHN CARPENTER, Esq.

Was educated at the Royal Naval College; from whence he joined the Phaëton frigate, Captain (now Sir Wm. Augustus) Montagu, Oct. 30th, 1819. He was made a lieutenant in Aug. 1824; and promoted to the rank of commander on the 30th April, 1827.

DAVID ROSS, Esq.

Was made a lieutenant on the 7th July, 1795; and commander May 5th, 1827.

THOMAS COWAN, Esq.

Passed his examination in May 1812; obtained his first commission on the 28th Sept. 1814; and was advanced to his present rank May 5th, 1827.

GEORGE PEARD, Esq.

Eldest son of the late Vice-Admiral Shuldham Peard, by Elizabeth, third daughter of the late Admiral Sir Richard Rodney Bligh *.

This officer was born at Gosport, Feb. 18th, 1793; and educated at the Royal Naval College, which he entered in 1807, and left in 1809, when we find him embarking as midshipman on board the Lavinia frigate, Captain Lord William Stuart, whom he followed, in 1810, into the Conquestador 74. On the 27th Dec. 1811, he was sent in the barge of the latter ship to attack a number of French coasting vessels, proceeding alongshore between Rochelle and l'Isle d'Aix: the unlucky result of this enterprise was thus officially reported to Captain Thomas Alexander, of the Colossus 74:—

"*H. M. S. Conquestador, Basque Roads, 27th Dec.* 1811.

"Sir,—In compliance with your desire to state the particulars, as far as came to my knowledge, respecting the unfortunate loss of the boats of this ship and the Colossus, I shall, in order to make every circumstance that relates to the transaction as clear as possible, begin with the moment of the enemy's convoy coming out of Rochelle.

"At noon, several chasse-marées, sloops, and other vessels were reported to me by the officer of the watch, steering towards l'Isle d'Aix, in consequence of which, the Conquestador being the inshore ship, I made the telegraphic signal to you, 'Shall I attack the enemy?' which being answered with the words, 'As you please,' I sent three boats, the barge, pinnace, and launch, with directions to the officers commanding them to run no risk, to keep a good look-out for the boats' recal, and particularly, if the enemy's vessels got under protection of their batteries, not on any account to attack them. The wind at their departure was N. by W.; shortly after I made the telegraphic signal, 'May I weigh and

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* See Vol. II. Part I. p. 23, *et seq.*

close with boats?' upon your answering in the affirmative, I immediately did so, and stood as close in as the depth of water would allow me with safety to the ship. The Piercer gun-brig, by signal from yourself, weighed also, and I believe it was then that three boats from the Colossus went in pursuit of the enemy's vessels.

"At half-past two P. M., or nearly that time, perceiving the boats of the two ships had got very deep into the bay, between the points of Chatillon and Du Rocher, I took upon myself to hoist their signal of recal, and fired guns to enforce it. At this time the wind shifted suddenly from N. W. to W., and shortly after I perceived three French gun-brigs, a gun-boat, and several armed pinnaces, weigh from under l'Isle d'Aix. This circumstance, so unfortunate, and so impossible to have been calculated on, caused the lamentable consequences that ensued. Our boats, by the change of wind, were placed between the shore and the enemy's flotilla; and seeing no chance of their escape, but by a prompt attack of the Piercer, I despatched a boat with eighteen seamen and marines, to enable her more effectually to cope with them; and at the same time made the signal to her commander to protect the boats. Why he did not do so—whether from the shallowness of the water, or from what cause, it is for him to make the representation to you.

"The boats, hard pressed, and under an incessant fire from the enemy's brigs, gun-boat, pinnaces, land-batteries, and field-pieces along shore, which they with the utmost spirit returned, still stood on until they reached half-way between Points Chatillon and Du Rocher: the gun-boat then came up with, and ran on board the barge of the Colossus, the crew of which, though surrounded by the other vessels, were seen fighting upon her decks for some minutes before they surrendered. The other boats (with the exception of one belonging to the Colossus, out of danger), completely enfiladed between the fire of the enemy's flotilla and batteries, were driven on shore, and the crews made prisoners.

"However the Lords Commissioners of the Admiralty may judge of this disaster, which for myself I do not hesitate to declare was solely owing to the untoward accident of the wind shifting, I should be shamefully remiss, were I not to express in the strongest manner the extraordinary perseverance, and determined intrepidity, shewn by the whole of the boats of H. M. ships. Never, perhaps, were people placed under more trying circumstances, and *never did people more nobly, or more manfully, fulfil their duty.* The barge of the Colossus, and the Conquestador's launch, exhibited a degree of persevering courage, I believe, unrivalled, and I do humbly hope, should the officers and men, so worthy of a better fate, be ever restored to their country, the Lords Commissioners of the Admiralty will take them into their favourable consideration. If bravery, never surpassed, when unattended with success, can command reward, it is for them to receive it. I herewith enclose a list

of the officers and crews of the three boats taken and destroyed belonging to H. M. ship under my command. I have the honor to be, &c.

(Signed) "WILLIAM STUART."

Thus was Great Britain, when on the eve of a war with her late trans-atlantic colonies, deprived of the services of 113 gallant fellows, doomed to captivity until the abdication of Napoleon Buonaparte, in 1814. Among those killed, wounded, and taken prisoners on this occasion, were Lieutenant Edmund Stackpoole, senior officer, in the Conquestador's launch; Mr. Peter Hodder, a passed midshipman, commanding the barge of the Colossus; Mr. Edwin Toby Caulfield, in charge of the Conquestador's barge; Mr. John Franklyn, to whom had been entrusted the direction of the launch of the Colossus; Mr. Daniel Baird, master's-mate, in command of the Conquestador's pinnace; Messrs. Francis Sutherland, George Peard, and Donald O'Bryan, midshipmen of that ship; and Messrs. J. Hynson, Neil Malcolm, and William Campbell (the latter gentleman an assistant surgeon), of the Colossus.

In June 1814, Mr. Peard passed his examination, and in Sept. following was sent out to Lake Ontario, on promotion. He there received from that excellent and most worthy officer, Sir Edward W. C. R. Owen, an order to act as lieutenant in the gun-boat service, which appointment was confirmed by the Admiralty, July 5th, 1815. On the dismantlement of the flotilla in that quarter, we find him despatched to Lake Champlain, where he remained until the spring of 1817, when, in consequence of the further reduction of the naval force in the Canadas, he was ordered home, and placed on half-pay. He afterwards served, for two years and a half, under Captain Thomas Searle, in the Hyperion frigate, on the Leith and South American stations. His next and last appointment was, in Mar. 1825, to be first lieutenant of the Blossom sloop, Commander F. W. Beechey, fitting out for a voyage of discovery in the Pacific Ocean, and to co-operate with Captains Parry and Franklin, in the event of their effecting the N. W. passage. Whilst absent on this service, he was advanced to the rank of commander, by commission dated 7th May, 1827, the first one signed by his

present Majesty, when Lord High Admiral. After his promotion, he continued to serve as first lieutenant of the Blossom until superseded at Rio Janeiro, in Aug. 1828, a period of fifteen months. An outline of the Blossom's most interesting voyage will be found in Vol. III. Part I. pp. 313—326; the following is her scientific commander's account of an attack made upon her boats, under the orders of Lieutenant Peard, by the natives of Easter Island, in Nov. 1825:—

"When the ship had arrived off the N. W. point of the island, she was hove to for the purpose of taking observations; and a boat was lowered to examine the bays, and obtain soundings near the shore. Immediately she put off, the natives collected about the place where they supposed she would land. The sea broke heavily upon the rocks, and some of them apprehending the boat would be damaged, waved their cloaks to caution her against making the attempt to land; while others, eager to reach her, plunged into the sea and so surrounded her, that she was obliged to put about to get rid of them. They all showed a friendly disposition, and we began to hope that they had forgotten the unpardonable conduct of the American master, who carried several of the islanders away by force, to colonize Masafuera.

"Immediately the noon observation was obtained, we ran along the western side of the island, towards the bay in which Cook and Perouse had both anchored. The natives, as before, followed along the coast, and lighted fires in different directions, the largest of which was opposite the landing-place. With a view to ascertain the feelings of the inhabitants, and, if possible, to establish an amicable intercourse with them, I desired Lieutenant Peard to proceed with two boats to the shore, and by presents and kindness to endeavour to conciliate the people, and to bring off what fruit and vegetables he could. Lieutenant [John] Wainwright was directed to accompany him; and, though I did not apprehend any hostility, yet, as a precautionary measure, I armed the boats, and placed two marines in each; their strength was further increased by several of the officers, and the naturalist [Mr. George T. Lay]. Thus equipped, they rowed to the landing-place, in Cook's Bay, while the ship remained at a short distance. The islanders were collected in great numbers, and were seen running to and fro exhibiting symptoms of expectation and delight. Some few, however, were observed throwing large stones at a mark behind a bank erected near the beach.

"As the boats approached, the anxiety of the natives was manifested by shouts, which overpowered the voices of the officers: and our boats, before they gained the beach, were surrounded by hundreds of swimmers, clinging to the gunwales, the sterns, and the rudders, until they became unmanageable. They all appeared to be friendly disposed, and none

came empty handed. Bananas, yams, potatoes, sugar-cane, nets, idols, &c., were offered for sale, and some were even thrown into the boats, leaving their visitors to make what return they chose. Among the swimmers there were a great many females, who were equally or more anxious to get into the boats than the men, and made use of every persuasion to induce the crew to admit them. But to have acceded to their entreaties would have encumbered the party, and subjected them to depredations. As it was, the boats were so weighed down by persons clinging to them, that for personal safety the crew were compelled to have recourse to sticks to keep them off, at which none of the natives took offence, but regained their position the instant the attention of the persons in the boats was called to some other object. Just within the gunwales there were many small things that were highly prized by the swimmers; and the boats being brought low in the water by the crowds hanging to them, many of these articles were stolen, notwithstanding the most vigilant attention of their crews, who had no means of recovering them, the marauders darting into the water, and diving the moment they had committed a theft. The women were no less active in these piracies than the men; for if they were not the actual plunderers, they procured the opportunity for others, by engrossing the attention of the seamen by their caresses and ludicrous gestures. * * * * * * All those in the water were naked, and only here and there, on the shore, a thin cloak of the native cloth was to be seen. Some had their faces painted black, some red; others black and white, or red and white, in the ludicrous manner practised by our clowns; and two demon-like monsters were painted entirely black. It is not easy to imagine the picture that was presented by this motley crowd, unrestrained by any authority or consideration for their visitors, all hallooing to the extent of their lungs, and pressing upon the boats with all sorts of grimaces and gestures. It was found impossible to land where it was at first intended; the boats, therefore, rowed a little to the northward, followed by the multitude, and there effected a disembarkation, aided by some of the natives, who helped the party over the rocks with one hand, while they picked their pockets with the other. It was no easy matter to penetrate the dense multitude, and much less practicable to pursue a thief through the labyrinth of figures that thronged around. The articles stolen were consequently as irretrievably lost here, as they were before in the hands of the divers. * * * * Among the foremost of the crowd were two men, crowned with pelican's feathers, who, if they were not chiefs, assumed a degree of authority, and with the two demons above mentioned attempted to clear the way by striking at the feet of the mob; careful, however, so to direct their blows, that they should not take effect. Without their assistance, it would have been almost impossible to land: the mob cared very little for threats; a musket presented at them had no effect beyond the moment it was levelled, and was less efficacious than some water

thrown upon the bystanders by those persons who wished to forward the views of our party. The gentleman who disembarked first, and from that circumstance probably was considered a person of distinction, was escorted to the top of the bank and seated upon a large block of lava, which was the prescribed limit to the party's advance. An endeavour was then made to form a ring about him; but it was very difficult, on account of the islanders crowding to the place, all in expectation of receiving something. The applicants were impatient, noisy, and urgent: they presented their bags, which they had carefully emptied for the purpose, and signified their desire that they should be filled; they practised every artifice, and stole what they could, in the most careless and open manner; some went even further, and accompanied their demands by threats. About this time one of the natives, probably a chief, with a cloak and head-dress of feathers, was observed from the ship hastening from the huts to the landing-place, attended by several persons with short clubs. This hostile appearance, followed by the blowing of the conch-shell, a sound which Cook observes he never knew to portend good, kept our glasses for a while rivetted to the spot. To this chief it is supposed, for it was impossible to distinguish amongst the crowd, Lieut. Peard made a handsome present, with which he was very well pleased, and no apprehension of hostilities was entertained. It happened, however, that the presents were expended, and this officer was returning to the boat for a fresh supply, when the natives, probably mistaking his intentions, became exceedingly clamorous; and the confusion was further increased by a marine endeavouring to regain his cap, which had been snatched from his head. The natives took advantage of the confusion, and redoubled their endeavours to pilfer, which our party were at last obliged to repel by threats, and sometimes by force. At length they became so audacious that there was no longer any doubt of their intentions, or that a system of open plunder had commenced; which with the appearance of clubs and sticks, and the departure of the women, induced Lieut. Peard, very judiciously, to order his party into the boats. This seemed to be the signal for an assault. The chief who had received the present threw a large stone, which struck Lieut. Peard forcibly upon the back, and was immediately followed by a shower of missiles which darkened the air. The natives, in the water and about the boats, instantly withdrew to their comrades, who had run behind a bank out of the reach of the muskets; which former experience alone could have taught them to fear, for none had yet been fired by us. The stones, each of which weighed about a pound, fell incredibly thick, and with such precision, that several of the seamen were knocked down under the thwarts of the boat; and every person was more or less wounded. * * * A blank cartridge was at first fired over the heads of the crowd; but forbearance, which with savages is generally mistaken for cowardice or inability, only augmented their fury. The showers of stones were, if

possible, increased; until the personal safety of all rendered it necessary to resort to severe measures. The chief, still urging the islanders on, very deservedly, and perhaps fortunately, fell a victim to the first shot that was fired in defence. Terrified by this example, the natives kept closer under their bulwark; and though they continued to throw stones, and occasioned considerable difficulty in extricating the boats, their attacks were not so effectual as before, nor sufficient to prevent the embarkation of the crew, all of whom were got on board. Several dangerous contusions were received in the affair; but fortunately no lives were lost on our part: and it was the opinion of the officer commanding the party, that the treacherous chief was the only victim on that of the islanders, though some of the officers thought they observed another man fall. Considering the manner in which the party were surrounded, and the imminent risk to which they were exposed, it is extraordinary that so few of the natives suffered; and the greatest credit is due to the officers and crews of both boats for their forbearance on the occasion. After this unfortunate and unexpected termination to our interview, I determined upon quitting the island, as nothing of importance was to be gained by remaining, which could be put in competition with the probable loss of lives that might attend an attempt at reconciliation."

Commander Belcher continued in the Blossom until her return home, in Sept. 1828, after an absence of three years and a half, during which period he had sailed 73,000 miles, and experienced every vicissitude of climate.

DAVID EDWARDS, Esq.

Obtained his first commission on the 5th Sept. 1803; and subsequently served in the Thunder bomb, Courageux 74, Adamant 50, and Latona receiving ship. He was made a commander on the 11th May, 1827.

HERBERT CAIGER, Esq.

Was made a lieutenant on the 13th Dec. 1806; and "conducted himself like a brave officer and good seaman," while serving as second of the Tartar frigate, Captain G. E. B. Bettesworth, in action with a Danish flotilla, near Bergen, in Norway, May 15th, 1808 *. His next appointment was,

* See Vol. IV. Part I. p. 133, *et seq.*

Aug. 25th, 1809, to the Unicorn 32, in which ship he continued, under Captains Alexander R. Kerr, George Burgoyne Salt, and Samuel G. Pechell, on the Channel and North Sea stations, until paid off about the end of Sept. 1814. During that period, he assisted at the capture of the French privateers Gascon and Miquelonnaise, the former of 16 guns and 113 men, the latter of 18 guns and 130 men; the letter of marque Espérance (formerly H. M. 22-gun ship Laurel), with a valuable cargo of East India produce; and the American letter of marque Hebe (formerly H. M. schooner Laura) of 2 guns and 15 men. He was promoted to the rank of commander May 11th, 1827.

SAMUEL RIDEOUT, Esq.

Obtained his first commission on the 21st Sept. 1807; and served under Captain (afterwards Rear-Admiral) James Walker, in the Bedford 74, on various stations, from Sept. 1810, until that ship was paid off, on her return from the coast of America, in 1815 *. He was subsequently appointed to the Northumberland 74, a guard-ship commanded by the same veteran officer. His promotion to the rank of commander took place on the 11th May, 1827.

MICHAEL MILSOM WROOT, Esq.

Was born at Whitgift, near Howden, co. York. We first find him serving on board the Requin brig, Lieutenant S. Fowell, employed in Quiberon Bay, where he suffered shipwreck on a sunken rock, in the night of Feb. 1st, 1801. Owing to this disaster, twenty-one of that vessel's crew were taken prisoners; and the remainder only saved from almost inevitable death or captivity by the boats of the Excellent 74, Captain the Hon. Robert Stopford.

* See Vol. I. Part II. p. 852, *et seq.*

Mr. Wroot was appointed an acting lieutenant in July 1807; and obtained his first commission on the 21st Nov. following. During the last two years of the European war, he served under the flag of Lord Amelius Beauclerk, in the Royal Oak 74, principally employed in cruising off the Azores, and between the North Cape and Iceland, for the purpose of intercepting the national ships and privateers of America.

In May 1814, Lord Amelius having struck his flag, the Royal Oak, then commanded by Captain Edward Dix, was ordered to the mouth of the Gironde river, from whence she conveyed Rear-Admiral (now Sir Pulteney) Malcolm to Bermuda and the mouth of the Potowmac, accompanied by a body of troops under Major-General Ross, destined to capture the North American capital. On the termination of the operations against Washington, Baltimore, and Alexandria, of which we have, in former volumes, given outlines, Rear-Admiral Malcolm was left with a squadron under his command in the Patuxent, from whence he soon proceeded to Negril bay, Jamaica, the grand rendezvous of the expedition against Louisiana.

Lieutenant Wroot commanded the boats of the Royal Oak at the capture of the American flotilla, on Lac Borgne, Dec. 14th, 1814 *; and had the command of a party of seamen on shore, brigaded under Captain Sir E. T. Troubridge, at the unsuccessful siege of New Orleans. Since then he has served in the Active 46; Superb 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station; Bulwark 76; and, as flag-lieutenant to Lord Amelius Beauclerk, in various ships on the Lisbon station; where he was appointed by that officer, May 11th, 1827, second captain of the Spartiate 76; and, in the beginning of July following, governor of the forts at the entrance of the Tagus, garrisoned by British marines, which responsible office he retained until the presence of the army under Lieutenant-General Sir W. H. Clinton, sent out to protect Portugal

* See Suppl. Part IV. pp. 4—7.

from invasion, was no longer requisite. He returned home in the Spartiate, May 1st, 1828.

Commander Wroot married in 1832, Harriet, daughter of Captain John Wentworth Holland, R. N.

GEORGE ANTHONY HALSTED, Esq.

Son of Commander George Halsted, R. N., and nephew to Admiral Sir Lawrence W. Halsted, K. C. B., by whom he was made a lieutenant, and appointed to the Hussar frigate, Captain George Harris, on the West India station, in 1824. He obtained his present rank on the 13th June, 1827; and was appointed inspecting commander of the coast guard at Clifden, in Ireland, Mar. 18th, 1834.

HENRY NEVILL EASTWOOD, Esq.

Son of superannuated Commander Joseph N. Eastwood, R. N.

This officer passed his examination in May 1811; obtained his first commission on the 21st Mar. 1812; and was a lieutenant of the Impregnable 98, flag-ship of Admiral William Young, on the North Sea station, in 1813—4. His promotion to the rank of commander took place June 15th, 1827.

JOHN JERVIS TUCKER, Esq.

Second son of the late Benjamin Tucker, Esq., of Trematon castle, co. Cornwall.

This officer was made a lieutenant, after accompanying King George IV. to Scotland, in 1822. He subsequently served in the Semiramis frigate, bearing the flag of Lord Colville, commander-in-chief on the Irish station. He ob-

tained his present rank on the 15th June, 1827; and married Oct. 16th, 1830, Sabine Ann, daughter of Vice-Admiral James Young.

WILLOUGHBY LAKE, Esq.

Eldest son of Vice-Admiral Sir Willoughby T. Lake, K. C. B., by Charlotte, daughter of the late Admiral John Macbride *.

This officer was made a lieutenant into the Superb 78, bearing the broad pendant of Sir Thomas M. Hardy, commander-in-chief on the South American station, May 18th, 1821. He subsequently served as flag-lieutenant to his highly respected father, with whom he returned from the Halifax station, Aug. 12th, 1827. His promotion to the rank of commander took place on the 20th of that month.

HUGH DONALD CAMERON DOUGLAS, Esq.

Was made a lieutenant into the San Domingo 74, Captain (now Sir S. John Brooke) Pechell, on the North American station, Jan. 11th, 1814; and advanced to the rank of commander on the 28th Aug. 1827.

JOHN JAMES HOUGH, Esq.

Obtained his first commission on the 19th Nov. 1807; and served under Captain (now Sir George) Scott, in the Horatio 38, at the capture of the French frigate Junon, Feb. 10th, 1809 †. We subsequently find him serving under the flag of Rear-Admiral Penrose, in the Egmont 74 ‡;

* See Vol. I. Part II. p. 709.
† See Vol. II. Part I. p. 147, *et seq.*
‡ See Suppl. Part II. p. 287, *et seq.*

and, since the peace, commanding the Active revenue cruiser. He was advanced to his present rank on the 29th Sept. 1827.

This officer married, Aug. 28th, 1815, a daughter of Mr. George Thomas Tracey, purser in the royal navy.

JAMES PEARL, Esq.

Obtained the rank of lieutenant on the 21st Dec. 1808, and was second of the Mediator fire-ship, Captain James Wooldridge, at the attack of a French squadron near l'Isle d'Aix, in April 1809 *. Speaking of this service, Mr. James says:—

"Several of the fire-ships were ignited and abandoned long before they got abreast of even the northernmost of the two vessels stationed as guides. Others, again, were admirably conducted; especially the Mediator, the largest and most efficient of the whole. This ship, from her great weight, and the strength of the wind and tide, broke the boom, and thus afforded a clear passage to the others. So determined was the Mediator's gallant commander to see the service he had engaged in properly executed, that himself and the officers and men who had volunteered to accompany him nearly perished, along with their vessel. The gunner was killed, and Captain Wooldridge, Lieutenants Nicholas Brent Clements and James Pearl, and one seaman, were blown out of the ship, the three latter slightly, but the Captain very severely scorched †.

The fortunate circumstance of the Mediator (formerly a 32-gun frigate) being fitted as a fire-ship, was the means of the success with which the British arms were so gloriously crowned, as all the other fire-vessels were so small and light, being mostly transport brigs, that none of them could possibly have forced the boom. She was not set on fire till long after the boom had been broken, many minutes after the vessel conducted by Lord Cochrane had exploded, nor until she was within the buoys of l'Océan 120, flag-ship of Vice-Admiral Allemand. Her gallant commander was immediately

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* See Vol. I. Part I. p. 84.

† See *Nav. Hist.* V. 154, *et seq.*

advanced to post rank, and presented by order of his sovereign with a gold chain and medal, and by the Patriotic Society at Lloyd's with a sword value 100*l.* Lieutenant Clements was made a commander and received a sword value 50*l.* Lieutenant Pearl was presented with one of similar value, but, unfortunately, he had not served sufficient time as a commissioned officer to render him eligible for promotion *.

In the ensuing summer, Lieutenant Pearl was appointed to the Harpy sloop, Captain George William Blamey (formerly commander of the Mediator), under whom he served in that vessel and the Comet 20, at the reduction of Walcheren, and on various foreign stations for upwards of five years. He obtained his present rank on the 29th Sept. 1827.

DAVID JOHN DICKSON, Esq.

A son of the late Admiral William Dickson, and nephew to the late Admiral Sir Archibald Dickson, Bart., both of whom died in the year 1803.

This officer was born at Sydenham House, near Kelso, N. B., Oct. 24th, 1790; and entered the navy as midshipman on board the Sceptre 74, commanded by his half-brother, the late Rear-Admiral Sir Archibald Collingwood Dickson, Bart. under orders for the East Indies, April 4th, 1803. In the following year he was removed to the Albion 74, Captain (now Admiral) John Farrier; and subsequently into the St. Fiorenzo frigate and Culloden 74, the latter ship bearing the flag of Sir Edward Pellew †, commander-in-chief on that station. We next find him in the Orion, Captain Sir A. C. Dickson, at the reduction of Walcheren; and shortly afterwards (Nov. 1809) receiving a commission appointing him lieutenant of that ship, in which he continued, principally on

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* See Suppl. Part II. note at p. 275.

† Afterwards Viscount Exmouth.

the Baltic station, until paid off at Plymouth, in Jan. 1814. During the first seven years of the peace he served in several guard-ships and sloops of war; and subsequently commanded the Hound, Basilisk, and Sylvia cutters, employed in protecting the revenue. From the latter vessel he was promoted to his present rank Sept. 29th, 1827.

Commander Dickson married, Aug. 21st, 1828, Hester, youngest daughter of the late Rev. William Rawlins, M. A., rector of Teversal, co. Notts. His surviving brothers are, Colonel Sir Alexander Dickson, K. C. B., K. C. H., Deputy-Adjutant General Royal Artillery, Aide-de-Camp to the King; and Captain Rowland Cotton Dickson, H. E. I. C. artillery. His sister, Jane, married her first cousin, Captain Archibald Dickson, R. N., son of General John Dickson.

THOMAS FAVELL, Esq.

We first find serving as master's-mate of the Minorca sloop, Captain the Hon. Henry Duncan, on the Mediterranean station, in 1805. He passed his examination in May 1809; obtained his first commission on the 9th Dec. in the same year; and was advanced to his present rank on the 29th Sept. 1827.

EDWARD WEBB, Esq.

Distinguished himself on several occasions while serving as lieutenant under the late Sir William Hoste, from whose official letters, addressed to Rear-Admiral Fremantle, we make the following selection:—

"*H. M. S. Bacchante, off Otranto, Jan. 6th,* 1813.

"Sir,—At day-break this morning, in company with H. M. sloop Weazle, I discovered a division of the enemy's flotilla close to us, steering for the coast of Italy; it was nearly a calm. The enemy, on seeing us, separated; and I detached the boats of this ship, under Lieutenant O' Brien, to attack one subdivision, and directed the Weazle's boats, with one from the Bacchante, to pursue the other, then endeavouring to gain

the island of Fano. The Weazle was directed to support her boats, whilst I continued, with what little wind there was, the chase of those my own boats were after; and I have much satisfaction in stating the capture of the whole, without the loss of a man. The enemy waited in line to receive the attack; but the judicious disposition of the commanding lieutenant, and his prompt measures for boarding them, occasioned their surrender. * * * * * * * * The Weazle joined me in the evening, with the two gun-boats she had been sent in pursuit of; and a circumstance occurred in the capture of them, which will, I trust, recommend Mr. Edward Webb to the notice of the commander-in-chief. Notwithstanding the exertions of the Weazle, the boats were enabled to close with the enemy before her, and the then leading boat, commanded by Mr. Webb, of the Bacchante, got up with the sternmost who received him very warmly: he boarded and carried her. She mounted one 14-pounder in the bow, one 6-pounder in the stern, and had forty men on board. He left her to be taken possession of by the boats that were coming up, and pushed on after the headmost, which he boarded and carried in the same gallant manner. This one had a 9-pounder in the bow, a 6-pounder in the stern, and thirty-two men on board. Mr. Webb's boat mounted an 8-pounder in the bow, and he had eighteen men only with him. He has passed his examination as lieutenant, has been two years acting, and is a very promising, meritorious young man. The enemy had quitted Corfu the evening before. * * * They are very fine vessels, and sail remarkably fast. Their guns are fitted so as to turn on a pivot, and may be fired in any direction without altering the course, which enabled them to keep up a very smart fire as our boats approached. The enemy had two men severely wounded. I am happy to say, we had no casualty whatever."

"*June* 12*th*, 1813.

"At day-light this morning we discovered an enemy's convoy under the town of Gala Nova, on the coast of Abruzza. As I was six or seven miles to leeward of them, with a light breeze, and a current against me, I thought it best to detach the boats, with discretionary orders to the first lieutenant, S. T. Hood, either to attack them, or wait till I arrived. He found the enemy much stronger than was expected, consisting of seven large gun-boats, each mounting one 18-pounder in the bow, three smaller vessels with a 4-pounder in the bow, and fourteen sail of merchantmen under their protection, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach with two field-pieces. This was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger, and to despise it, have so frequently shewn; and never

was there a finer display of it than on this occasion. The boats, as they advanced, were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss. * * * * * * Lieutenant Hood speaks in the highest possible terms of acting Lieutenant Webb, who distinguished himself in January last. * * * * * I regret to say we have suffered severely, though not so much as might have been expected. Two seamen and one marine killed, five seamen and one marine wounded. This was a Neapolitan flotilla, from Ancona bound to Barletta, under the direction of French officers. * * * * * * I have the honor to be, &c.

(Signed) "W. Hoste."

Other dashing and important services, in which Mr. Webb participated, have been noticed in our memoirs of Sir William Hoste, Captain Donat H. O'Brien, and Commander Silas T. Hood, in Vol. II. Part I., Suppl. Part IV., and Vol IV. Part I.

Mr. Webb was promoted to the rank of lieutenant on the 14th June, 1813; appointed to the Cephalus sloop, Captain John Furneaux, Oct. 7th, 1814; to the Queen Charlotte 108, flag-ship of Sir James H. Whitshed, commander-in-chief at Portsmouth, Feb. 8th, 1821; to the Hind 20, Captain the Hon. H. J. Rous, Feb. 14th, 1822; and advanced to his present rank, Sept. 29th, 1827.

CHARLES MORTON, Esq.

Is descended from a family who for some centuries have farmed a small patrimony in the West-Riding of Yorkshire. His father being a younger son was educated as a professional man, and practised in the British metropolis.

This officer was born in the vicinity of London; and in Oct. 1807, being then very young, embarked as midshipman on board the Volontaire frigate, commanded by the present Captain-Superintendent Charles Bullen, C. B., under whom he had the honor to serve in every ship to which that officer was subsequently appointed. The following is an outline of the services in which he participated during the war.

In 1807, the Volontaire, after conveying the Duke of

Orleans and his brother, Count Beaujolois, to Malta, was first attached to the in-shore squadron off Toulon, and from thence sent to cruise on the coast of Catalonia. In 1808, her amiable and distinguished commander was sent on a mission to the emperor of Morocco, and succeeded in obtaining permission for supplies of cattle, grain, &c., to be exported from his dominions for the support of the allied forces in the European peninsula. In 1809, the island of Pomigue near Marseilles, was taken possession of, after a desperate resistance on the part of the enemy; and Fort Rioux, near Cape Croisette, destroyed by detachments landed from the Volontaire. Her boats subsequently assisted at the capture and destruction of a French convoy in the bay of Rosas. In 1810, she was very actively employed in co-operation with the Spanish patriots, between Rosas and Barcelona.

On the 12th and 14th April, 1811, Captain Bullen, then commanding the Cambrian frigate, took possession of the towns of St. Philon and Palamos, destroyed the batteries of both places, and embarked the guns. On the 16th he reported to his commander-in-chief, the surrender of Figueras to the Spaniards. He afterwards captured nineteen merchant vessels at Cadaques, and received a severe wound while in a battery on shore, at Selva. In June 1811, the Cambrian was employed in the defence of Tarragona; after the fall of which place she brought home a considerable number of French prisoners from Malta.

In 1812, 1813, and 1814, Captain Bullen being on half-pay, Mr. Morton served in the Bulwark and Pompée, third rates. In the beginning of Jan. 1815, he passed his examination; and about the same period, re-joined Captain Bullen, in the Akbar, a double-banked frigate, fitted out for the purpose of coping with the American ships of that description. In April following, he was sent from Flushing to Antwerp, with despatches for Sir T. Byam Martin, then employed on a particular service, by whom he was appointed acting lieutenant of the Akbar, in which capacity he served until confirmed by the Admiralty, on his return from the Halifax station, Dec. 10th, 1816.

In 1819, Lieutenant Morton exhibited at the Royal Academy, of which he is now an honorary member, a sketch of the tomb of Abelard and Heloise, in the burial ground of Pere la Chaise, near Paris.

In Dec. 1823, Captain Bullen was nominated to the chief command on the African station, and Mr. Morton appointed to accompany him thither in the Maidstone frigate. Between May 1824 and June 1827, that ship captured nineteen vessels, with 2595 slaves on board; and five others, laden with dry goods for slave barter, all of which were condemned as prizes at Sierra Leone. The total number of vessels engaged in this hateful traffic, captured by the squadron under the orders of Commodore Bullen, was fifty-nine, and the number of slaves, *ten thousand eight hundred and fourteen.* In addition to this, the Maidstone and her consorts rendered very essential assistance to the troops on the Western coast of Africa during the progress of the Ashantee war.

The Maidstone was paid off at Portsmouth, on the 15th Sept. 1827; and her first lieutenant, Mr. Morton, promoted to his present rank on the 6th Oct. following.

This officer is the author of "An Essay on the *Electrical Formation of Hail Stones*, in opposition to the absurd theories of the learned philosophers," published, we believe, in the early and middle numbers of the Gentleman's Magazine, and copied into the London Philosophical Magazine, and other periodical works, for 1822. Among other scientific inventions and improvements, he has proved by experiment the great power and rapidity that may be acquired in swimming by artificially increasing the surface of the hands and feet so as to meet (without impediment) such re-action from the water as to prevent the strength being exerted to disadvantage. Equipped with propelling gloves and slippers, a man might reach the shore from a shipwrecked vessel, with the aid of a log-line, when it would be impossible without such assistance.

Commander Morton has a sister married to a physician in Yorkshire; and a younger brother member of Trinity College, Cambridge, and Fellow of the Royal College of Physicians, London.

ROBERT FITZGERALD GAMBIER, Esq.

Son of Sir James Gambier, formerly H. M. consul-general in Portugal; and grandson of the late Vice-Admiral Gambier, whose nephew, James, was raised to the British peerage in Nov. 1807; and died Admiral of the Fleet and a G. C. B., in April 1833.

This officer was born at Lisbon on the 21st Nov. 1803; and entered the royal navy, as midshipman on board the Myrmidon 20, Captain Robert Gambier, fitting out for the Mediterranean station, Feb. 27th, 1816. After serving nearly three years in that ship. he joined the Bulwark 76, bearing the flag of Sir John Gore, in the river Medway; and, in Sept. 1819, the Owen Glendower 42, Captain the Hon. R. C. Spencer, destined to South America; where he was removed to the Dauntless 28, Captain George Cornish Gambier, in Oct. 1821. From thence he proceeded to the Marquesas Islands, Otaheite, New South Wales, and, through Torres Straits, to India; on which station, in Mar. 1823, he joined the Liffey 50, bearing the broad pendant of Commodore Charles Grant, by whom he was appointed acting lieutenant of the Tees 26, Captain Thomas Coe, on the 1st April following. His first commission bears date Oct. 22d, 1823.

Mr. Gambier's subsequent appointments were, in June 1824, to the Blonde 46, Captain Lord Byron, which ship was employed in conveying the remains of the late King and Queen of the Sandwich Islands to Woahoo *; and, in Oct. 1826, to the Asia 84, flag-ship of Sir Edward Codrington, under whom he served at the battle of Navarin, and by whom he was presented with the extra commission placed at his disposal, dated Oct. 21st, 1827.

Commander Gambier has one brother, Mark, in the Scots Fusileer Guards; and another, Ferdinand, in the royal navy. The latter was on board the Philomel sloop, Commander Viscount Ingestrie, at the battle of Navarin.

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* See Suppl. Part III. p. 376, *et seq.*

JOHN DRAKE, Esq.

Entered the royal navy in 1804; passed his examination in Oct. 1810; was made a lieutenant, into the Northumberland 74, Aug. 1st, 1811; and subsequently served, under Captain (now Sir William Hall) Gage, in the Indus 74, and Captain Peter Fisher, in the Wye 26, and Ranger of similar force. He was first of the Albion 74, Captain (now Rear-Admiral) Ommanney, at the battle of Navarin, and in consequence thereof promoted to his present rank, by commission dated Oct. 27th, 1827. He is now serving in the Britannia 120, Captain Peter Rainier, on the Mediterranean station.

SPENCER SMYTH, Esq.

Obtained his first commission on the 2d June, 1812; and subsequently served under the flag of Rear-Admiral (now Sir Philip C. H.) Durham, in the Bulwark and Venerable, third rates, on the North Sea, Channel, and West India stations. In the latter ship, he assisted at the capture of a French letter of marque, with a valuable cargo, Dec. 1813; and two frigates of the largest class, Jan. 16th and 20th, 1814 *. He was likewise present at the subjugation of Guadaloupe in 1815 †.

We next find Lieutenant Smyth in the Albion 74, Captain Richard Raggett, stationed as a guard-ship at Portsmouth, where he subsequently had charge of the semaphoric department. From thence he was removed to the Dartmouth frigate, Captain (now Sir Thomas) Fellowes, which ship formed part of the squadron under Sir Edward Codrington, at the battle of Navarin. On that occasion he was slightly

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* See Suppl. Part II. p. 211, *et seq.*

† See Vol. I. Part II. note at p. 869.

wounded. He was advanced to his present rank, by commission dated Oct. 22d, 1827; and appointed an inspecting commander of the coast guard, Mar. 19th, 1833.

JOHN MONDAY, Esq.

Passed his examination at Plymouth in Sept. 1812, was made a lieutenant in June 1814, and subsequently served, under Captain John Coode, in the Queen 74, flag-ship of the late Sir Charles V. Penrose, on the Mediterranean station. He was appointed first of the Semiramis 42, Captain Thomas Huskisson, fitting out for the flag of Lord Colville, commander-in-chief on the Irish station, Sept. 1st, 1821; and we find him serving in the same capacity on board the Glasgow frigate, Captain the Hon. James Ashley Maude, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827. He is now employed in the coast guard service at Valentia, in Ireland.

PETER CHRISTIE, Esq.

Is a protégé of Admiral-Superintendent Sir Frederick L. Maitland, K.C.B., under whom he served, from his first entry into the royal navy, until after the surrender of Napoleon Buonaparte to the Bellerophon 74, commanded by that highly esteemed officer, the present Sir Frederick L. Maitland, in 1815. He was acting lieutenant of the Tartar frigate, Commodore Sir George R. Collier, on the African station, in 1819; and his appointment to that ship confirmed by the Admiralty in Sept. 1820. We lastly find him first of the Cambrian 48, Captain Gawen William Hamilton, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827.

JOHN HAMILTON (*b*), Esq.

Was made a lieutenant into the Sapphire 24, Captain Alexander Montgomerie, on the West India station, Sept.

11th, 1820. He was first of the Brisk sloop, Captain the Hon. William Anson, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827.

HON. WILLIAM EDWARDES.

Second son of Lord Kensington, by Dorothy, daughter of John Thomas, Esq.; and grandson of William Edwardes, who, having inherited, at the demise of his first cousin, Edward Henry, seventh Earl of Warwick, in 1721, the estates of the Rich family, was elevated to the Irish peerage in July 1776, by the title of Baron Kensington.

This officer was born on the 3d Feb. 1801; made a lieutenant, Aug. 2d, 1823; and promoted to the rank of commander, Oct. 22d, 1827.

ROBERT SINCLAIR HAY, Esq.

Obtained his first commission on the 4th Oct. 1823; and was slightly wounded while serving as senior lieutenant of the Talbot 28, Captain the Hon. Frederick Spencer, at the battle of Navarin. He takes rank as commander from Oct. 22d, 1827; and is now employed in the coast guard service.

RICHARD STEPHENS TOMKINS, Esq.

Was made a lieutenant in Jan. 1824; and served as first of the Philomel sloop, Captain Viscount Ingestrie, at the battle of Navarin. His commission as commander bears date 22d Oct. 1827.

EDWARD TAYLOR WEALE, Esq.

Was made a lieutenant in the beginning of Jan. 1806. At the close of the war with France, in 1814, we find him

serving as first of the Pactolus frigate, Captain the Hon. Frederick W. Aylmer. He obtained his present rank on the 25th Oct. 1827; and was appointed an inspecting commander of the coast guard, July 6th, 1830.

JOSEPH NIAS, Esq.

Passed his examination in April 1814; and was promoted to the rank of lieutenant, on his return from the Arctic regions, in the Hecla, commanded by the enterprising Parry, Dec. 26th, 1820 *. On the 1st of the following month, he was appointed senior lieutenant of the Fury, in which ship he served under the same officer until paid off, at Deptford, Nov. 14th, 1823 †. His advancement to the rank of commander took place Nov. 11th, 1827.

WILLIAM ROBERTSON (*b*), Esq.

Entered the royal navy in 1803; passed his examination in the beginning of Feb. 1810; was made a lieutenant on the 20th of that month; and subsequently served in the Lynx sloop, Captain John Willoughby Marshall, on the North Sea station. He was afterwards successively appointed to the Sarpedon sloop, Fortunée frigate, and Erne of 20 guns, in which ship we find him serving under Captain (now Lord) Napier, at the close of the war with France, in 1814. He next joined the Isabella hired ship, Captain John Ross, fitting out for a voyage of discovery in the Arctic regions; and in May 1820, the Conway 26, Captain Basil Hall, from which ship he was removed to the Creole 42, Captain the Hon. Frederick Spencer, on the South American station, Dec. 2d, 1821. He was flag-lieutenant to Sir Thomas M. Hardy, when that officer escorted a body of troops to Lisbon, for the purpose of supporting the Portuguese constitu-

* See Suppl. Part IV. pp. 318—353.

† See *id.* pp. 353—361.

tionalists, in Dec. 1826; and during his command of an experimental squadron in 1827. He obtained the rank of commander on the 12th Nov. in the latter year; commissioned the Snake sloop, in May 1832; and, after serving for some time under Sir Pulteney Malcolm, on the North Sea station, sailed for South America on the 15th June, 1833. Since then he has captured a Portuguese brig, having on board 425 slaves.

ARTHUR DARLEY, Esq.

Passed his examination in June 1812: and was made lieutenant into the Bellerophon 74, bearing the flag of the late Sir Richard G. Keats, commander-in-chief at Newfoundland, Aug. 11th, 1813. He subsequently commanded the Townsend revenue cruiser, on the Irish station; and obtained his present rank Nov. 21st, 1827.

GEORGE YOUNG (*c*), Esq.

Was made a lieutenant on the 3d May, 1810; and commander Nov. 30th, 1827.

WILLIAM HUTCHINSON (*b*), Esq.

Obtained his first commission on the 9th Feb. 1805. He was appointed to the command of the Pigmy schooner in Jan. 1812; to be a lieutenant of the Ordinary at Chatham in 1816; and to the command of the Plumper gun-brig, on the Irish station, Sept. 14th, 1820. He was promoted to his present rank on the 3d Dec. 1827; and appointed an inspecting commander of the coast guard, July 21st, 1829.

JAMES PUCKFORD, Esq.

Was made a lieutenant into the Alacrity sloop, Captain the Hon. Frederick Spencer, at Brazil, Sept. 8th, 1821; and

appointed to the Valorous 26, Captain James Murray, about to be employed on a "particular service," Nov. 13th, 1822. He obtained the rank of commander Dec. 15th, 1827.

Commander Puckford married, Nov. 10th, 1834, Mary, youngest daughter of the Rev. J. F. Muckleston, D. D., Prebendary of Litchfield, &c. &c.

HENRY LE VESCONTE, Esq.

A son of the late Mr. Philip Le Vesconte, who lost a leg in Earl Howe's action, June 1st, 1794, and died purser of the Royal William 84, flag-ship at Spithead, May 25th, 1807.

This officer was made a lieutenant on the 27th Oct. 1800. Towards the close of the late war he served under the flag of the late Sir Thomas F. Fremantle, in the Rodney 74; and subsequently under Rear-Admiral (afterwards Sir Charles V.) Penrose, in the Queen 74, both on the Mediterranean station. He obtained his present rank Jan. 5th, 1828. His brother, Philip, was made a commander in 1816.

CHARLES CALMADY DENT, Esq.

Son of the late Lieutenant Dent, R. N., and brother to Commander Digby Dent.

This officer served as midshipman under Captain the Hon. Henry Duncan, in the Imperieuse and Glasgow frigates, on the Mediterranean and Channel stations. He was wounded while serving as master's mate of the Minden 74, Captain William Paterson, at the battle of Algiers; and immediately afterwards promoted. We next find him appointed, Feb. 6th, 1821, to the Impregnable 104, flag-ship of the Hon. Sir Alexander I. Cochrane, in Hamoaze. He obtained his present rank on the 5th Jan. 1828.

Commander C. C. Dent married, Sept. 10th, 1829, Eliza, third daughter of the late Thomas Shepherd, Esq. formerly of Butcombe Court, co. Somerset.

JOHN KINGCOME, Esq.

Was made a lieutenant on the 1st July, 1815; appointed to the Tees 26, Captain Thomas Coe, fitting out for the East Indies, July 29th, 1821; and promoted by that officer to the command of the Larne sloop, on hearing of the death of Commodore Grant, in 1824. Unfortunately for him, the two ships were then far distant, and without any means of communication, the one being at New South Wales, and the other engaged in the Burmese war, which prevented him from joining the Larne at Rangoon, until April 15th, 1825. He subsequently conveyed the lady of Commodore Sir James Brisbane, and her two daughters, from Madras to Penang; and the Archdeacon Scott, from Sydney, New South Wales, to Van Diemen's Land.

Whilst at Sydney, the Larne was sunk in the act of heaving down, and had her main-mast struck by lightning. From Van Diemen's Land, she proceeded to New Zealand and Norfolk Island, where acting Commander Kingcome and his first lieutenant W. Burdett Dobson, were swamped in her cutter when attempting to land, Mar. 2d, 1826. She returned to Madras *via* Torres Straits, touching at Melville Island, Batavia, and Sincapore.

On the 14th July following, this officer was appointed lieutenant of the Pandora sloop, Captain William Clarke Jervoise, a commission having arrived from England promoting Lieutenant Dobson to the command of the Larne. His own advancement to the rank of commander did not take place until Jan. 8th, 1828.

WILLIAM JOHN THOMPSON HOOD, Esq.

Brother to Commander Silas Thompson Hood.

This officer passed his examination at Plymouth, May 5th, 1813; obtained his first commission on the 25th Feb. 1815; and was promoted to the rank of commander while serving as

senior lieutenant of the Hyperion frigate, Captain W. J. Mingay, coast guard dépôt at Newhaven, Jan. 9th, 1828. Previous to his latter advancement, he had received the thanks of the Board of Longitude, and been presented by the Society of Arts with the Gold Vulcan Medal, for an important improvement in the naval quadrant; and the large Silver Medal for his invention of an ice saw, for facilitating the progress or escape of ships navigating the high polar latitudes, when surrounded by field ice.

In 1828, the Society of Arts presented him with a second large Silver Medal, for his method of constructing a floating bridge, from the materials to be found on board all ships of war and vessels generally. In 1830, he received a similar honorary reward for his invention of an improved rocket staff. Whilst at Newhaven, he also forwarded to the Admiralty a model of an ice boat, and a plan for navigating the polar seas.

FRANCIS EDWARD COLLINGWOOD, Esq.

Is descended from a very ancient family, the Collingwoods, of Eslington, co. Northumberland, who, led by their attachment to the House of Stuart, suffered a great reverse of fortune, in 1715. His grandfather, Edward, successively master-attendant of the dock-yards at Plymouth, Portsmouth, Chatham, and Deptford, (the first person of the name of Collingwood whom we find mentioned in our naval annals), sailed round the world, as midshipman, with Anson, by whom he was ever afterwards patronised, and was master of the Victory, first rate, flag-ship of Admiral Sir John Balchen, a short time previous to her loss, in Oct. 1744*.

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* On the 3d Oct. 1744, the fleet under Sir John Balchen, then returning home from Gibraltar, encountered a violent storm, in which several of the ships were much shattered. On the 4th, the Victory separated from her consorts, and was never more heard of. It is supposed that she struck upon a ridge of rocks off the Caskets; as from the testimony of the men who attended the lights, and the inhabitants of the island of

Mr. F. E. Collingwood, only son of Francis Collingwood, of Greenwich, Esq., by Sarah, sister to the late Captain Thomas Richbell, R. N., chief magistrate of the Thames Police, was born at Milford, co. Pembroke, Mar. 23d, 1785; and entered the royal navy, as midshipman on board the America 64, commanded by his uncle-in-law, the late Vice-Admiral Sir William Parker, Bart., in 1799*; and subsequently served in the Pheasant sloop, Beaulieu and Alligator frigates, Elephant 74, and Victory of 100 guns, the latter ship bearing the flag of the immortal Nelson, whose death he avenged by shooting the French rifleman who had, after repeated attempts, succeeded in mortally wounding that illustrious hero at the ever memorable battle of Trafalgar. During that tremendous conflict, he was sent from his quarters on the poop, where the carnage was most dreadful, with a few men, to assist in extinguishing a fire on board the French 74-gun ship, le Redoubtable, which service he performed in a manner highly satisfactory to his captain, the present Sir Thomas M. Hardy. His promotion to the rank of lieutenant took place on the 22d Jan. 1806.

After serving for some time in the Queen 98, flag-ship of Lord Collingwood, and Bahama 74, one of the Spanish ships captured off Trafalgar, this officer was appointed to the Pallas 32, in which frigate we find him present, under the command of Captain (now Sir George F.) Seymour, at the destruction of five French men-of-war, in Aix Roads, April 12th, 1809†. In the ensuing summer, he accompanied the grand expedition sent against Antwerp, and was constantly employed, in guard boats and on shore, during the occupation of Walcheren. His next appointment was, Dec. 13th, 1809, to be first lieutenant of the Iris 36, in which ship he continued for a period of five years.

Alderney, many guns were heard on the nights of the 4th and 5th, but the weather was too tempestuous to hazard boats out to their assistance. In this ship perished near one thousand men, besides fifty volunteers, sons of the first nobility and gentry in the kingdom.

* See Suppl. Part III. p. 265. † See Vol. I. Part I. p. 84.

The Iris was principally employed in co-operation with the patriots on the north coast of Spain, where Lieutenant Collingwood appears to have been a constant volunteer for boat and shore service; and on many occasions obtained the particular approbation of Captain Sir George Collier, senior officer of the squadron on that station. A sketch of the transactions in which he was engaged in the years 1811, 1812, and 1813, will be found in Vol. II. Part II. pp. 521—532.

In 1813, the Iris, then commanded by Captain H. H. Christian, captured three American letters of marque. In Nov. 1814, Mr. Collingwood was appointed first lieutenant of the Niger 38, Captain Peter Rainier, under whom he served for a short time on the Cape of Good Hope station. In Dec. 1820, he obtained the command of the Kite revenue cruiser, employed on the coast of Ireland, where he continued for the usual period of three years. During this time he had two ribs and his breast bone fractured, was wounded by a pike through the leg, and received two severe contusions on the head. He was also washed overboard in a heavy gale of wind, and must have perished, all his boats having been previously lost, had not a following sea thrown him on the square-sail brace, to which he clung until assisted in-board. His promotion to the rank of commander took place Jan. 15th, 1828.

This officer married, in May 1822, Ellen second daughter of the late Rev. Samuel Collis, of Fort William, co. Kerry, by whom he has several children. His only surviving sister was the wife of Dr. J. D. Burke, late surgeon of H. M. dock-yard at Pembroke, and is now the widow of the Rev. Hugh Taylor.

WILLIAM HARGOOD, Esq.

Son of Admiral Sir William Hargood, G. C. B., commander-in-chief at Plymouth.

This officer entered the royal navy in 1813; and was made

a lieutenant into the Sybille 44, flag-ship of Sir Charles Rowley, on the West India station, Oct 5th, 1822. He was promoted to the rank of commander on the 15th Jan. 1828; appointed to the Scout sloop, July 20th, 1832; removed to the Scylla sloop, on the Mediterranean station, Dec. 10th, 1833; paid off from that vessel Mar. 8th, 1834; and appointed secretary to his father, in the month of April following.

Commander Hargood married, in 1828, a Miss Catherine Harrison.

SIR THOMAS RAIKES TRIGGE THOMPSON, Bart.

Eldest surviving son of the late Admiral Sir Thomas B. Thompson, Bart., G. C. B., by Anne, eldest daughter of Robert Raikes, Esq., of Gloucester.

This officer was born on the 1st April, 1804; entered the royal navy in Feb. 1818; obtained his first commission on the 8th April, 1825; and was promoted to the rank of commander Jan. 19th, 1828. His last appointment was to the Cadmus sloop, which vessel he paid off, on her return from South America, May 7th, 1830.

HON. JOHN FREDERICK FITZGERALD DE ROOS.

Third son of Lord Henry Fitzgerald (fourth son of James first Duke of Leinster), by Charlotte, Baroness De Roos.

This officer is maternally descended from Robert De Ros, one of the twenty-five barons who extorted Magna Charta from King John; and his wife Isabelle, daughter of William the Lion, King of Scotland. His mother is the only daughter and heiress of the Hon. Robert Boyle Walshingham, youngest son of Henry, first Earl of Shannon, by Charlotte, daughter of Sir Charles Hanbury Williams, Bart., the descendant of Frances, sister to the sixth Earl of Rutland and seventeenth Baron De Roos, on the demise of whose grand-

son, George, second Duke of Buckingham and eighteenth Baron De Roos, in 1687, the latter title fell into abeyance, and so continued until terminated in favor of the present peeress, May 9th, 1806, when her ladyship assumed the additional surname of De Roos.

The subject of the following sketch was born at Boyle Farm, co. Surrey, on the 6th Mar. 1804; and entered the royal navy, as midshipman on board the Tonnant 80, flag-ship of the late Sir Benjamin Hallowell Carew, at Cork, Mar. 10th, 1818. He subsequently served under the late Hon. Sir Robert C. Spencer, and his brother, Captain the Hon. Frederick Spencer, in the Ganymede 26, Owen Glendower 42, Alacrity 10, and Creole 42, on the Mediterranean and South American stations. He was made a lieutenant, from the Royal George yacht, May 30th, 1825.

In 1826, Lieutenant De Roos, then belonging to the Jupiter 50, flag-ship of Rear-Admiral (now Sir Willoughby T.) Lake, on the Halifax station, made a tour of the United States and Canada. In 1827, he published a "Narrative of his travels, with observations on the Maritime Resources of North America, and present state of her Dock-yards and Navy." In the same year, he accompanied his present Majesty, then Lord High Admiral, in the Royal Sovereign yacht, as flag-lieutenant, during his first visit to the out ports. He was promoted to the rank of commander, from the Undaunted frigate, Captain (now Sir Augustus W. J.) Clifford, Jan. 19th, 1828.

This officer's next appointment was, May 14th, 1831, to the Algerine sloop, then in South America, to which station he proceeded, as passenger on board the Druid frigate, Captain G. W. Hamilton. In the following year, he relieved Commander Thomas Dickinson, of the Lightning sloop, at Cape Frio, and succeeded in getting up a considerable portion of the treasure from among the wreck of H. M. late frigate Thetis *. The Algerine was put out of commission on the 3d Dec. 1833.

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* See Vol. IV. Part I. pp. 252—260.

JOHN WHITE PRITCHARD, Esq.

Was aide-de-camp to the Earl of Northesk at the memorable battle of Trafalgar. He passed his examination in Dec. 1807; obtained his first commission on the 22d Sept. 1808; and subsequently served in the Derwent sloop and Akbar frigate, as agent of transports, and as senior lieutenant of the Britannia first rate, flag-ship of Lord Northesk, when commander-in-chief at Plymouth. He was advanced to his present rank on the 24th Jan. 1828.

This officer married, July 9th, 1810, Miss J. M. Appleby, of Soberton.

HUGH NURSE, Esq.

Entered the royal navy in 1809, as midshipman on board the Blake 74, Captain (now Sir Edward) Codrington, under whom he served, principally on the Mediterranean station, for a period of four years *. In 1813, we find him proceeding to North America, where he participated in much active service under the late Commodore Joseph Nourse, then commanding the Severn frigate †. The last ship in which he served as a petty officer was the Tyne 26, Captain William M'Kenzie Godfrey, on the Jamaica station.

On the 30th Sept. 1822, the Tyne's tender, a small hired sloop named the Eliza, mounting one 12-pounder carronade, and having on board a midshipman (White), and twenty-four men, under the command of Mr. Nurse, was attacked at her anchorage in La Guahava by a piratical schooner, mounting six carriage guns, with a complement of forty men, and a felucca, the Firme Union, of five guns and thirty-five men:—the result will be seen by the following, hitherto unpublished, statement:—

"At 8-30, P. M., the schooner brought up at a short distance, and without hailing, fired two shot at the Eliza. Mr. Nurse immediately

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* See Vol. I. Part II. pp. 636 and 872, *et seq.*

† See Vol. II. Part II. p. 880.

opened a fire from his only gun, loaded with round and grape, supported by musketry; and after six rounds, the slaughter on the pirate's deck must have been great, as the cries of the wounded were hideous. A felucca now bore down between the schooner and the Eliza, with the evident intention of running alongside the latter, but which she frustrated by getting under her bow, and instantly boarding. The defence of the freebooters was desperate: the captain and nine men were killed, and the remaining part of her crew, with the exception of four men, two of whom were severely wounded, jumped overboard. She appeared to have been fully prepared for action. Shot were heating, and the men armed with cutlasses, each having a long knife in his left hand. On our side two seamen were killed, and Mr. Nurse and six men severely wounded. Perhaps in few actions of the kind has a greater degree of cool and determined gallantry been displayed."

On this occasion, Mr. Nurse was shot through the right arm, and received a sabre cut in the left. The former wound has been reported by Drs. Weir and Burnett equal to the loss of a limb, the shoulder joint having no power of motion: his name, however, does not appear in the pension list.

On the 5th Dec. 1822, Mr. Nurse was promoted, by Sir Charles Rowley, "for services independent of the above," into the Pyramus frigate, Captain Francis Newcombe, C. B. He obtained the rank of commander Jan. 26th, 1828; and married, Nov. 15th following, Amelia, only child of the late Colonel William Bulkeley.

ROBERT HENRY STANHOPE, Esq.

Was made a lieutenant in Mar. 1824; and commander on the 30th Jan. 1828.

JAMES WILKINSON, Esq.

We first find serving as master's mate of the Thames frigate, Captain Charles Napier, at the capture of the island of Ponza, Feb. 26th, 1813 *. He was made lieutenant into

* See Suppl. Part II. p. 5, *et seq.*

the Niemen 38, Captain Samuel Pym, on the North American station, Oct. 26th, 1814; appointed to the Tees 26, Captain Thomas Coe, fitting out for the East Indies, July 29th, 1821; and severely wounded while co-operating with the army in Ava, under Sir Archibald Campbell, at the commencement of the Burmese war *.

After the occupation of Prome, April 25th, 1825, Lieutenant Wilkinson, then first of the Liffey 50, and commanding the light division of the flotilla in the Irrawaddy, under Captain Thomas Alexander, C. B., was despatched up the river, as far as Napadee, to reconnoitre. On the 1st May he returned, having captured eight war-boats, pulling from fifty to sixty oars each, and another laden with guns and small arms. This service was performed without any loss, in presence of five hundred musketeers and fifty horsemen, part of the force commanded by the Prince of Sarrawaddy †. The following is an extract of a letter from Captain Coe, addressed to the Secretary of the Admiralty, June 17th, 1825:

"Mr. James Wilkinson, senior lieutenant of H. M. ship under my command, latterly in command of the light division of boats, has been spoken of in the highest terms by Captain Alexander, as well as those serving under him. I have known this officer since 1821, and while serving with me in H. M. ship Tees, and since in the Liffey, I have had frequent opportunities of observing his zeal and abilities."

This officer was promoted to his present rank on the 31st Jan. 1828.

RICHARD FEGEN, Esq.

Obtained his first commission on the 8th Nov. 1806; and served in the expeditions to Monte Video and Walcheren, in 1807 and 1809. He was afterwards successively appointed to the Favorite, Gannet, and Kangaroo sloops; of which latter vessel we find him acting commander, on the West India station, in 1813. His next appointment was, we believe, Dec. 6th, 1813, to the Prince 98, flag-ship at Spithead.

* See *Naval Operations in Ava*, p. 7, *et seq.* † See *Id.* p. 83.

He subsequently commanded the Misletoe schooner, Tiger and Lapwing, revenue cruisers, and Pincher schooner, the latter employed in the West Indies, for the suppression of piracy, from which vessel he was promoted to his present rank on the 9th Feb. 1828. While in the Tiger and Lapwing, he captured the Dart smuggling cutter, of ninety tons, with a full cargo, and several other contraband traders.

Commander Fegen married, May 13th, 1831, Miss Banks, of Ryde, in the Isle of Wight.

GEORGE DELMÉ, Esq.

Passed his examination in July 1815; obtained his first commission on the 19th Sept. following; and was made a commander on the 21st Feb. 1828.

PHILIP GOSTLING, Esq.

Was made a lieutenant into the Pactolus frigate, Captain the Hon F. W. Aylmer, April 25th, 1815. He subsequently served under the flag of the Hon. Sir Alexander I. Cochrane, in the Impregnable 104, at Plymouth. His promotion to the rank of commander took place Mar. 2d, 1828.

BRUNSWICK POPHAM, Esq.

Was made a lieutenant in Jan. 1826; and commander on the 2d Mar. 1828.

GEORGE HOPE, Esq.

Was made a lieutenant in Jan. 1822; and commander on the 5th Mar. 1828.

ROBERT ROCHFORT, Esq.

Passed his examination in Jan. 1810; obtained his first commission on the 26th April, 1811; and commanded the Lapwing, revenue cruiser, in 1819 and the two following years. He was advanced to his present rank on the 10th Mar. 1828.

ROBERT SMART, Esq.

Knight of the Royal Hanoverian Guelphic Order.

This officer entered the royal navy in 1810; and was made lieutenant into the Scout sloop, Captain William Ramsden, on the Mediterranean station, Sept. 11th, 1820. He obtained his present rank, while serving on board the Cambrian frigate, Captain G. W. Hamilton, April 21st, 1828; and is now commander of the Satellite sloop, on the South American station, where he has recently captured a Portuguese brig, with 577 slaves on board. In 1832, he was nominated a knight of the above order, and, we believe, received from the King of Prussia the order of the Red Eagle (third class), in consequence of his having been selected to accompany a miniature frigate, presented to that monarch by King William IV., from the river Thames to Germany.

JOSEPH RICHARD RAGGETT WEBB, Esq.

Obtained his first commission on the 17th Mar. 1806; and served, during the last four years of the war with France, in the Franchise frigate, the greater part of the time under Captain Richard Buck. He was appointed to the Portsmouth Ordinary in 1816; and subsequently commanded the Hind revenue cruiser. He was advanced to his present rank on the 1st May, 1828.

THOMAS HOLBROOK, Esq.

A son of Mr. William Holbrook, an eminent solicitor of Ledbury, co. Hereford, and brother to Lieutenant Charles Holbrook, the only commissioned officer now employed on the Lakes of Canada.

The subject of this memoir was born at Ledbury, in Dec. 1792; and entered the royal navy in Feb. 1806, as midshipman on board the Ocean 98, Captain Francis Pender, fitting out for the flag of Lord Collingwood, commander-in-chief on the Mediterranean station, whom he followed into the Ville de Paris, first rate, in 1809. He subsequently served under Captains J. R. Lumley and Robert Barrie, in the Hind and Pomone frigates. In the latter ship, he was present at the capture of the French privateer Dubourdieu, of 14 guns and 93 men, Jan. 18th, 1811; and at the destruction of l'Etourdie, a national brig of 18 guns and 200 men, in Mar. following.

On the 1st May, 1811, the Pomone, in company with l'Unité frigate, and the Scout sloop, effected the destruction of two large French store-ships, an armed merchantman, a martello tower, and a 4-gun battery in Sagone Bay, island of Corsica, after an action of ninety minutes *. At various other times, the boats of the Pomone captured and destroyed forty-two vessels, including three French privateers, mounting altogether 23 guns, and having on board 168 men.

Mr. Holbrook continued in the Pomone until that ship was wrecked near the Needles Point, Oct. 14th, 1811. We next find him in the Alcmene frigate, Captain Edwards Lloyd Graham, employed in the Adriatic, where, in less than twelve months, he was at least ten times engaged with the enemy, either in boats or on shore. In May 1812, he was appointed acting lieutenant of that ship; and on the 23d Sept. following, promoted into a death vacancy on board the Eagle 74, Captain (now Sir Charles) Rowley. In April

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* See Vol. II. Part II. p. 724, *et seq.*

1813, he assisted at the capture and destruction of six armed vessels, as will be seen by the following official letter :—

"*Elizabeth, off the river Po, 29th April,* 1813.

"Sir,—I have the honor to inform you, the boats of the Elizabeth and Eagle fell in, off Goro, with seven armed merchant vessels, laden with oil. Four of them were captured, and the other three ran on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three settee gun-boats, who opened a most galling fire. Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, much to the credit of Messrs. Roberts and Greenaway, senior lieutenants of the Elizabeth and Eagle, under whose directions this arduous service was performed. They speak highly of Lieutenant Holbrook, of the Eagle, who was also there, and of all the petty officers and men employed on this service. I am happy to add, no person was hurt. I have the honor to be, &c.

(Signed) "E. Leveson Gower, Captain."

"*To Rear-Admiral Fremantle.*"

On the 8th June, 1813, the marines of the Elizabeth and Eagle drove the enemy out of the town of Omago, on the coast of Istria, while the boats of those ships destroyed a two-gun battery, and brought off four vessels, loaded with wine, that had been scuttled. Between this period and the spring of 1814, when the Eagle was ordered home, Lieutenant Holbrook appears to have been present at the capture of Fiume, Trieste, Boca Ré, and nearly all the towns and forts on the coast of Istria and at the mouths of the Po; likewise at the capture and destruction of about 150 sail of the enemy's vessels *.

On the 25th July, 1814, Mr. Holbrook was appointed to the Wanderer 20; and subsequently to the Fly sloop, in which vessel he served for three years and a half, as senior lieutenant, on the West India and Irish stations, where he assisted at the capture of several contraband traders. In 1825, we find him first of the Dryad 42, and three times at sea in command of that ship, during the protracted illness of her captain, the late Hon. Robert Rodney, under whose successor, the Hon. George A. Crofton, he continued to serve

* See Vol. I. Part II. p. 673, *et seq.*

until promoted to his present rank, by commission dated May 6th, 1828.

After the demise of Captain Rodney, the Dryad proceeded to the Irish station, where Lieutenant Holbrook again had charge of her, during a cruise on the western coast. In July 1827, having then just returned to Plymouth, from Gibraltar, she was inspected by his present majesty, who fully approved of the arrangements throughout the ship. She subsequently joined the squadron under Sir Edward Codrington, off Navarino, from whence she was unfortunately detached to Smyrna, just before the battle of Oct. 20th, for which honors and rewards were so unprecedently bestowed. In Dec. 1827, she proceeded to the Dardanelles to embark Mr. Stratford Canning, H. M. ambassador at Constantinople, whom she conveyed with his suite to Vorla, Corfu, and Ancona. On his return to England, that diplomatist represented the services of Lieutenant Holbrook in such a way to the Lord High Admiral that he was immediately promoted. In the summer of 1829, he commenced a course of studies at the Royal Naval College, where he continued until the end of Dec. 1831.

Commander Holbrook's eldest brother is an attorney-at-law: his only surviving sister is the wife of Captain James Wallace Gabriel, R. N.

JOSEPH CHAPPELL WOOLLNOUGH, Esq.

Knight of the Royal Hanoverian Guelphic Order.

The Woollnoughs claim descent from an ancient family originally seated at Wenlock, co. Salop, about the time of Henry III., a descendant of whom, Sir William Woolno'e, Knt., married and settled in Suffolk, temp. Edw. IV. At this period the family, it may be supposed, were wealthy and influential, Roger Woolno'e, a younger brother of Sir William, having married a sister of Richard Brandon, Duke of Suffolk. A pedigree up to the period of Cooke's Visitation,

(anno 1585) with the family arms, will be found among the Harleian MSS. in the British Museum.*

The subject of the following memoir is the only son of Mr. Joseph Chappell Woollnough, formerly dispenser of the royal naval hospitals at Deal, Madras, North Yarmouth, and the Cape of Good Hope, but now in private practice at South Town, North Yarmouth, by Ruth Cator, daughter of Mr. William Clarke, of Stubbs, in the county of Norfolk. His grandfather, a Suffolk yeoman, possessed property in Stadbrooke, which he added to by his marriage with Miss Cybele Chappell, of the same town. In 1774, he occupied Mettingham Castle, near Bungay, renting, in addition to his own estate, the manor and farm belonging to it. These he very much improved; he also laid out and beautified with much taste and at great expense, the grounds within the walls of the ancient castle and college, considerable portions of which, with the principal gateway, still remain, the towers forming a conspicuous object from many parts of the surrounding country. Like most country gentlemen of his time, he appears to have been a free liver and a great sportsman; an oracle among the neighbouring gentry and farmers, in all questions relative to horses and dogs; liberal and hospitable, but thoughtless and extravagant. In the latter years of his life, he entered into some mercantile speculations for which he was altogether unqualified, and at length died at Dunkirk, about the year 1789.

Mr. Joseph Chappell Woollnough, junior, was brought up at Stubbs, under the care of his maternal relations. He entered the royal navy in 1800, as midshipman on board the Monarch 74, bearing the flag of Vice-Admiral Sir Archibald Dickson, then commanding the North Sea fleet; and in the course of a few months was removed, for the benefit of more active service, into the Waaksamheidt 28, Captain Daniel

* In the reign of James I. one of the name of Woolnoagh, or Woollnough, held lands under the crown at Wymondham, as appears from a very curious petition, preserved in the library of the British Museum. Harleian MSS. 791.

Atkins; but which ship he was soon under the necessity of quitting, for the re-establishment of his health, then much impaired by his extraordinary rapid growth, he being at that time, although only fourteen years of age, no less than six feet, three inches and a half in height.

The treaty of Amiens having been concluded previous to young Woolnough's perfect recovery, his attention was next turned to the merchant service; and we accordingly find him, early in 1802, embarking on board the Harriet, a beautiful and well armed ship, belonging to Messrs. Hurry and Co., commanded by Mr. Frank Hurry, and usually employed in the Honduras trade. An accident, however, which, though sufficiently serious in itself, was in all probability the means of preserving his health, if not his life, by checking his rapid growth, effectually prevented his proceeding to sea in her; for playing one day, with another youngster, on the beams of the hold, the ship having only a half-deck for the people, he leaped upon an arm-chest which stood partially projecting over the break of that deck, and both fell together, a depth of about twenty feet, into the hold. The consequence was a compound fracture of the right thigh, a portion of the bone projecting through the trowsers. His recovery was tedious, but complete. To the care and attention of Mr. John Dinning, a skilful surgeon who resided at Shadwell, and by whom several pieces of the broken bone were extracted, he was probably indebted for the preservation of the limb. As soon as he had gained sufficient strength, he embarked on board another vessel belonging to the same owners, bound to Gibraltar; where his father was then acting surgeon of l'Aurore prison-ship, and also attached to the naval hospital *.

* Some years previously, Mr. Woollnough senior had, through the recommendation of Dr. John Weir, been appointed by Earl St. Vincent "examining surgeon" to the Mediterranean fleet. It was his duty to examine every reported hospital case, before the patient was allowed to be removed from his ship, and none could be received on shore without his sanction. This unique appointment ceased with his Lordship's command, if not before; for it naturally gave offence to the old confirmed surgeons, nor are we aware that it was ever sanctioned by the Admiralty.

We next find our young officer, Sept. 26th, 1803, re-entering the royal navy, as midshipman on board the Bloodhound gun-brig, commanded by the late Lieutenant Henry Richardson, and employed in the blockade of Boulogne. In the course of the same year, he was four times engaged with the enemy's flotilla and land batteries. On the 29th Sept. he witnessed the destruction of two French gun-vessels; and on the 10th Dec. assisted in destroying a large ship, laden with hemp, iron, tar, &c. on the beach near Cape Grisnez. In the night of Jan. 20th, 1804, the Bloodhound was nearly sunk, off Dungeness, by the Arab 28, Captain Lord Cochrane, which ship, when in the act of wearing, ran her on board, stove in the larboard bow, and did considerable damage to her fore and head rigging.

In the ensuing spring, Mr. Woollnough was present at two attempts made to block up the entrance of Boulogne harbour, by means of three large merchant ships, loaded with masses of stone, firmly clamped and cemented together; leaving only spaces around the masts, filled with combustibles to ensure their destruction. After the abandonment of this hopeful scheme, the Bloodhound was incessantly employed in watching and annoying the enemy's flotilla. On the 31st July, 1804, the thanks of the Admiralty were read to her officers and crew, for their gallant conduct in a recent action, of which an account is given in Vol. II. Part II. p. 127, *et seq.*

On the 15th of the following month, Mr. Woollnough joined the Agamemnon 64, Captain John Harvey; in which ship he assisted at the capture of four Spanish merchantmen, from the Havannah and Vera Cruz, laden with sugar, cochineal, coffee, twenty chests of silver, and nearly a million of dollars. One of these valuable prizes, the Cleopatra, taken off Cape St. Vincent, Dec. 29th, 1804, was entrusted to his charge, and safely conducted to Gibraltar.

On the 31st Jan. 1805, the Cleopatra was driven on shore in a heavy gale of wind, during which many vessels were totally destroyed, the bay and new mole being then crowded with shipping of every description. The Agamemnon her-

self had a narrow escape, having parted one of her cables, and drifted close to the rocks under the Devil's Bowling Green, where she rode with two cables an end, the offset from the rocks fortunately easing the strain.

Some months previous to this destructive storm, the garrison at Gibraltar had been, for the first time, afflicted with that dreadful scourge the yellow fever; and many families had embarked to escape the infection, which had only just begun to assume a milder character at the period of Mr. Woollnough's arrival. During the continuance of the gale, the rain was incessant, and so heavy that many coffins buried in the red sands were exposed. After its abatement not a single case of fever occurred.

On the 8th April, while still detained with the prizes at Gibraltar, Mr. Woollnough had the mortification to see a French squadron from Toulon, consisting of eleven sail of the line, seven frigates, two brigs, and a store-ship, pass the Straits to the westward. Every eye was turned to the Mediterranean, in expectation of Lord Nelson and his squadron; but he not appearing, Lord Mark Kerr, of the Fisgard, then senior officer in the bay, immediately despatched a small fast-sailing vessel with the intelligence to his Lordship, while he himself watched the enemy until their arrival at Cadiz.

In the beginning of May, when Nelson also passed the rock, Mr. Woollnough was employed, together with the other prize-masters and their crews, in fitting out the Spanish frigate Amphitrite, captured by Sir Richard J. Strachan, and commissioned, *pro tempore*, by Captain Robert Corbet, with whose successor, the Hon. Courtenay Boyle, he returned home early in Aug. 1805. On the 25th of that month, he rejoined the Agamemnon, off Ushant; which ship was shortly afterwards placed under the command of Captain Sir Edward Berry, to whose notice he appears to have been strongly recommended by his Norfolk connections.

On the 10th Oct. the Agamemnon, then off Cape Finisterre, on her way to join Lord Nelson, had a very narrow escape from the famous Rochefort squadron. Her proceed-

ings on this occasion are thus described by one of Sir Edward Berry's officers :—

" We sailed from Spithead on the 2d Oct., having on board Lord Robert Fitzgerald, H. M. ambassador to the court of Lisbon. On the 10th, about 2 A. M., we found ourselves in the midst of several large ships, but it being excessively dark, and some difficulty arising about the signal lights, it was day-break before we made them out to be a French squadron, consisting of one three-decker, four other line-of-battle ships, one 54 (the Calcutta, recently captured from the British), two frigates, and a brig; with several sail of merchantmen in tow. At this time, the Agamemnon was so near the three-decker, bearing the flag of a rear-admiral, that a biscuit might almost have been thrown on board; all the ships going large. She was instantly hauled to the wind, and all sail made; and to the rapidity with which this was effected we owed our safety. We were immediately chased by the three-decker and two other ships; the former occasionally firing at us from her bow-guns. The wind was so fresh, that we could barely carry top-gallant sails over single reefed topsails, and were frequently obliged to take them in. In doing so, we always handed them, thereby gaining some advantage, as the enemy allowed theirs to hang loose until the squall had passed and admitted of their being again set. The hammocks were down, and one watch was ordered to lie down in them; the lee-guns were run in amidships, and the weather quarter boat was cut away. Two of the enemy gained on us; the three-decker barely held her own; the rest of the squadron were soon far astern. One of the former might have brought us to action with the greatest ease. We occasionally made signals and fired guns, in order to deceive the enemy, whose position, however, afforded us but very faint hopes of escape. At this time, Lord Robert Fitzgerald asked Sir Edward Berry if he thought we should be taken? 'That, my Lord, I cannot exactly say,' he replied, 'but I can assure you they shall only have half of her—they shall never take her into port!' At 10, A. M., one of the two-deckers was far advanced upon our starboard quarter, and the other on our larboard beam; notwithstanding which their chief thought proper to recall them, and bear up after a convoy to leeward, the outward-bound Oporto trade, part of which he captured.

" The Agamemnon, it appeared, was not to be detained by landing Lord Robert Fitzgerald at Lisbon; as we carried him on past Cape St. Vincent, where we fell in with the Nautilus sloop, in which vessel he was conveyed to the Tagus. On the following morning, Oct. 13th, we joined Lord Nelson's fleet, then ninety-three miles due west of Cadiz."

On the night previous to the battle of Trafalgar, the situation of the Agamemnon was rather a critical one, she having lost her main top-mast in a heavy squall, while midway be-

tween her friends and the fleets of France and Spain. On the glorious 21st Oct. 1805, after dismasting a French 74, she took up a position under the stern of the Santissima Trinidada, and stuck close to that huge ship until attacked by four two-deckers belonging to the enemy's van—two on the larboard bow, one a-beam, and one astern; had these ships fired steadily and low, she must have been sunk; but their guns were pointed so high, that not one shot in a hundred struck the hull. During this conflict, Mr. Woollnough had the command of the forecastle.

The Agamemnon subsequently accompanied Sir John T. Duckworth to the West Indies, and formed part of the squadron under that officer's command, at the battle of St. Domingo, Feb. 6th, 1806. Mr. Woollnough afterwards assisted at the capture of la Dame Ernouf, French privateer, of 17 guns and 115 men; la Lutine, national brig, of 18 guns and 95 men; and the Spanish national schooner Sevillana, from Coruña bound to Vera Cruz.

In Sept. 1806, the Agamemnon, then commanded by Captain Jonas Rose, returned home with 275 sail of valuable merchantmen under her protection. After refitting at Chatham, she joined the expedition destined against Copenhagen, where Mr. Woollnough was sent, with an old man and two boys, to take charge of the Danish merchant-ship Louisa, the crew of which were allowed to remain. Taking advantage of his temporary absence on board another prize, the Danes plied his boys with brandy until drunk, forced the old man below, and were about to cut and run, when he, not feeling perfectly at his ease, as the evening closed in dark, with a westerly breeze, paddled himself alongside in a little skiff. On reaching the deck, the first person he met was the master's wife, an Irishwoman, with her clothes all nearly torn off, flying from her husband, who, with a drawn dirk in his hand, was swearing that she should not live to betray him. On seeing Mr. Woollnough, he retreated to the cabin, where five of his countrymen, all in the prime of life, were finishing their potations. The mate then stepped forward, armed with a handspike; but, being intoxicated, he was

easily tripped up, disarmed, and put down the forecastle, from whence the old Englishman, who had cautiously refrained from drink, was at the same time liberated. Thus checked at the outset, the whole party were easily overawed and placed in confinement.

On the surrender of the Danish navy, Mr. Woollnough was ordered to assist the Agamemnon's first lieutenant in equipping and taking to England the Princess Caroline 74. This ship was loaded with an immense quantity of knee-timber, oak-plank, and iron, some cables, between sixty and seventy anchor-stocks, and twenty-four spars, most of which were calculated for line-of-battle ships' lower masts. She also brought home 665 officers and men of H. M. 95th regiment.

In Dec. 1807, the Agamemnon formed part of the squadron employed in blockading the Tagus; and on the 28th of that month Mr. Woollnough was put in charge of the Portuguese ship Commerciante, of 900 tons, from South America bound to Lisbon. This ship he found in a most miserable state: her cargo had shifted in a gale of wind, and she heeled three streaks to port; her waist bulwarks had been washed away, her rudder pintles were loose, and she was so leaky as to require constant pumping. Notwithstanding the bad weather she had met with, her top-sails had never been reefed, but, when it blew hard, merely lowered on the cap: in consequence thereof, the reef-points were all fagged out, merely with knocking against the canvas. The only instrument found on board her was a mutilated quadrant; there was not a hole to shelter the crew from the weather, though in the midst of winter; even the cabin was filled with cocoa: added to all this she had but one cable, and was as heavily rigged as an English frigate. Mr. Woollnough's prize crew consisted of three tolerable seamen, nine other blue jackets, and four marines. The Portuguese remaining on board were eleven in number, principally officers.

On the 4th Jan. 1808, being then about twelve leagues west of Cape Finisterre, at 6 A. M., Mr. Woollnough found himself in the midst of a strange squadron, but, as the

morning was very dark and hazy, he could not make out what they were. To attempt running away in such a ship as the Commerciante was out of the question; he therefore kept on his course for England, without making any more sail, and the strangers fortunately paid no attention to him. At daylight, he was abreast of a frigate, and could clearly make out six sail of the line, evidently foreign, steering to the S. W. under a press of sail. The frigate was then a long way astern of them, and, although close to the Commerciante, who shewed no colours, hurried on after her friends, without stopping to overhaul a ship which every one could plainly see was not English.

On the 11th Jan., about 11 P. M., a vessel was discovered in chase of the Commerciante; and drawing up astern, Mr. Woollnough soon made her out to be a large lugger, and there was little doubt of her being a French privateer. Ushant then bore N. E., distant about eighty miles.

The Commerciante had originally mounted twenty nine-pounders; but those, with the exception of two, were in the hold, under the cargo, as were likewise all the shot belonging to them. Captain Rose had supplied Mr. Woollnough with a few cartridges of powder; but the only substitute he could find for shot was a compound of old iron, tin kettles, saucepans, &c. moulded into something like form by the hammer.

The wind was blowing strong from the westward, and the ship running with the fore and main topsails double reefed on the cap, the mizen topsail furled. The enemy ran under her lee without hailing, prepared for action, with a light at every gun, and when on the quarter lowered his main lug. One of Mr. Woollnough's men had a knack of imitating the boatswain's call by piping through his fingers, and did so while the topsails were being hoisted. The order was then loudly given, through a speaking-trumpet, to "stand by the forecastle gun." "All ready, Sir," was promptly answered. The enemy had now shot before the beam, and seemed to hesitate how to act. The fire of the 9-pounder determined him; his lights were instantly extinguished, and, shooting

across the Commerciante's bow like an arrow, he was soon out of sight. On the following day, this lugger was captured by a British cruiser, and proved to be a privateer of 14 guns, full of men. On the 14th, Mr. Woollnough, who then had not been in bed for seventeen nights, arrived safely at St. Helens.

Previous to his re-joining the Agamemnon, in South America, Mr. Woollnough was successively transferred, as supernumerary, to the Resolution 74, Captain George Burlton; Hibernia 110, bearing the flag of Sir Charles Cotton; Minotaur 74, Captain Norborne Thompson; Royal William, flag-ship at Spithead; President frigate, Captain Adam Mackenzie; and Lightning sloop, Captain Bentinck C. Doyle; in which latter ship he arrived at Rio Janeiro, about Sept. 1808.

The Brazilian station, though interesting at first, from its novelty, was altogether an inactive one. The representative of the House of Braganza, who had recently emigrated from Portugal with his family and court, dreaded to have any of the British squadron go to sea. The Agamemnon, however, had one cruise, during which the situation of Trinidad and the rocks of Martin Vaz was correctly ascertained. On Trinidad were found seven men, who stated that they belonged to an American whaler, and had landed on the island eighteen months before, for the purpose of burying their legs in the earth, as a remedy for the scurvy; that it had come on to blow, and, there being no anchorage, their ship had been blown off, leaving them behind. They had built themselves a hut, just sufficient to shelter them from the weather; and they had subsisted on the flesh of goats and fish, the former of which are numerous on the island, and tame; the fish they caught with their hands among the rocks; eggs also they obtained in abundance. Their boat was lying on the beach, but stove; they declined being taken off, as they said they had no doubt of their ship calling for them again, if she came on the coast. They appeared the very counterparts of De Foe's "Robinson Crusoe," clothed from head to foot in goat-skin dresses, with the hair outwards; and their beards

of eighteen months growth, leaving but little of the "human form divine" at first sight distinguishable.

On the 5th Aug. 1809, the Agamemnon was wrecked near Gorita, an island in the Rio de la Plata. Mr. Woollnough's exertions after the ship struck, in saving her stores, &c. were most incessant and laborious; they attracted the notice of Captain Richard Turner Hancock, commanding the Foudroyant 80, bearing the flag of Rear-Admiral De Courcy, who offered him a mate's rating in that ship, which he accordingly joined on the 8th of the same month. The admiral and his lady also paid him the most polite attention; the former even supplying him with body linen until his chest could be recovered.*

Thus ended the services of Nelson's favorite ship, always before a fortunate, and always a favorite one. Many of the older seamen, when they went over her side for the last time, were actually shedding tears. Her name will always be associated with that of Britain's greatest naval hero. Still, among all our new ships, we have not an "Agamemnon."

Mr. Woollnough's stay in the Foudroyant was but short. He passed his examination on the 23d of August; and, in three days afterwards, was appointed sub-lieutenant of the Steady gun-brig, then under the command of the late Captain Arthur Stow. While in this vessel he became a good pilot for the Rio de la Plata and the adjacent coast of Brazil.

In the spring of 1810, the Steady was ordered to bring home Mr. Hill, Secretary of Legation, and the bearer of a treaty highly advantageous to the commercial interests of Great Britain; also a Portuguese Consul for St. Petersburgh.

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* To Captain Adam Mackenzie, of the Bedford 74, and the officers of that ship; also to Lieutenant (now Captain) Robert Ramsay, who then commanded the Misletoe schooner, the Agamemnons were particularly indebted for their unwearied kindness and attention to them while on the wreck. The schooner anchored alongside, and cooked the people's dinners; the Bedford's supplied their distressed brother officers with their daily meals.

On her arrival in England, Lieutenant Stow obtained leave of absence, and the charge of the vessel devolved upon Mr. Woollnough, for a period of two months. His active and officer-like conduct during the time that she was refitting did not escape the notice of Sir Roger Curtis, then commander-in-chief at that port, who kindly asked him what his prospects were, and what he intended to do? Mr. Woollnough frankly replied, that he had no one to whom he had any reason to look for patronage, and that he must rely on his own exertions. "Why then," said the gallant veteran, "do you not go and wait on Mr. Yorke (First Lord of the Admiralty), and lay your services before him?" Mr. Woollnough thanked him for the friendly hint, and requested his permission to visit London for that purpose. "No," said Sir Roger, "I cannot give you leave *to go to London*, but I will allow you to be absent from your duty for twenty-four hours, and you may go where you like."

Mr. Woollnough was received by Mr. Yorke in the most gentlemanly manner; his services were considered by him as a sufficient claim to promotion; but he was told, that he must go abroad, as no officer, "except for immediate and particular service," would be promoted at home. Accordingly, a few days after he had re-joined the Steady, an order was received for him to proceed to Halifax, on promotion; but as the Steady was about to sail for the Mediterranean, he requested permission to remain in her, and that his name might be transferred to the list of recommended candidates on that station: this was unhesitatingly acceded to.

On the 26th Sept. 1810, the Steady arrived at Gibraltar, in company with the Undaunted frigate and Mediterranean trade. On the 28th, Mr. Woollnough received an order from Commodore Penrose to act as lieutenant of that fine ship, then about to sail for Malta, where he was unfortunately obliged to leave her in consequence of severe illness. From thence he proceeded, in the Bustard sloop, to join the fleet under Sir Charles Cotton; and on his arrival at Port Mahon, found himself promoted into the Leviathan 74, commanded by his friend Captain John Harvey, and then re-

fitting at Gibraltar. This appointment was confirmed by the Admiralty, Jan. 19th, 1811.

Having joined the Leviathan before his health was re-established, Lieutenant Woollnough soon had a relapse, and was ultimately obliged to invalid. He returned home in the Hotspur frigate, Captain the Hon. Josceline Percy; and on presenting himself at Haslar hospital, appeared so ill that the medical officers insisted on his remaining there as a patient. On his recovery, he again applied for employment, and was immediately appointed to the Providence armed brig, Captain Peter Rye, on the North Sea station. We next find him in the Arab sloop, Captain John Wilson, employed in taking out a Spanish ambassador for the court of St. Petersburgh; and bringing home from Gottenburg the despatches containing an account of the burning of Moscow, and commencement of Napoleon's retreat from Russia. This momentous intelligence Lieutenant Woollnough had the honor to convey to London; and although he could not expect promotion before he had served the allotted period, he reasonably hoped that at a future period it would be remembered in his favor.

The Arab was afterwards employed in escorting a fleet of merchantmen to Barbadoes, where shortly after his arrival, Captain Wilson, whose health had been extremely bad, found himself under the necessity of going to sick-quarters; and was succeeded in the command of his sloop by Lieutenant Robert Standly, the officer next on the Admiralty list for promotion *.

In April 1813, the Arab detained four vessels under Swedish colours, two of which were condemned; but the prize agent, a Mr. Burridge, having failed, no money was ever received for them. In the summer of the same year, Lieutenant Woollnough returned home in the Tartarus 20, Captain John Pasco; from which ship he appears to have been appointed to the Blazer sloop, Captain Francis Banks, Oct. 8th following.

* Mr. Standly was confirmed into the Crane sloop, which vessel foundered with all on board, Sept. 30th, 1814.

Owing to the movements of the Blazer, then actively employed in the rivers Elbe and Weser, Lieutenant Woollnough could not join her until after the capture of the enemy's forts at Cuxhaven, Dec. 1st, 1813.* The subsequent operations against Gluckstadt, in all of which he bore an ample share, are officially detailed under the head of Captain (now Sir John) Marshall.†

After the fall of the latter place, the Blazer returned to Cuxhaven, where she remained in charge of the flotilla and French prisoners, until the breaking up of the ice, in Mar. 1814. The prisoners, about 300 in number, including several ladies, were placed under the directions of Lieutenant Woollnough, in the "chateau," with every regard to their comfort.

During the severe frost of 1814, this officer, who had also charge of the stores on shore, imposed upon himself the voluntary duty of patrolling the towns of Cuxhaven and Ritzbuttle twice or thrice every night, thereby preventing many depredations which the foreign troops, sent by Count Walmoden to assist in guarding the prisoners, would otherwise have committed.

In March, General the Count de Bennigsen having invested Hamburgh, then occupied by a French army under Marshal Davoust, he applied to Commander Marshall, of the Shamrock sloop, for the assistance of the British flotilla. The gun-boats at Cuxhaven were consequently equipped with all possible speed, and moved up in company with the Shamrock and Blazer, the former sloop having wintered at Gluckstadt. Their crews consisted of British and Danish seamen, some Hanoverian peasantry, and 300 Russian soldiers. The only officers to command this motley group were Commanders Marshall and Banks, Lieutenants Woollnough and Edgecombe, two second masters, and two midshipmen; those who had been employed in them during the sieges of Cuxhaven and Gluckstadt having gone home with the Heligoland squadron.

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* See Suppl. Part III. p. 251.

† See *Id.* p. 390, *et seq.*

Shortly after their arrival before Hamburgh, a division of these gun-boats, under Commander Marshall and Lieutenant Edgecombe, in flanking a reconnoissance of the troops investing Haarburgh, had some sharp firing with the enemy's batteries, during which one of them was sunk, but no loss in men sustained.

Although the allies entered Paris on the 30th March, the restoration of Louis XVIII. was not fully known before Hamburgh until late in April, when the Count de Bennigsen lost no time in sending a summons to Davoust. After this, it was evident that great excitement existed in the city, Napoleon's colours being hoisted on several of the forts, while others displayed those of Louis. Under these circumstances, Lieutenant Woollnough was directed to go in with a flag of truce, bearing a letter from Commander Marshall, sanctioning, on the part of England, the convention by which Hamburgh was to be surrendered. He was also directed to insist on the flotilla being considered an independent co-operating force, and not at the disposal of the Count de Bennigsen, as the Russian officers had affected to represent it. In this Mr. Woollnough perfectly succeeded.

After the embarkation of the French army, the charge of the arsenal at Hamburgh was given to Commander Banks; and Lieutenant Woollnough was sent with some gun-boats to Gluckstadt, to claim the brass guns and mortars belonging to that fortress, and to equip and bring away the late Danish flotilla. On his arrival at Stadt, he had the mortification to find that the transports which were to have received the guns, &c., had sailed for England; and at Gluckstadt, where he was left with only twelve *seamen* (the Danes, Hanoverians, and Russians having all been discharged,) every possible obstable was thrown in his way. On the 19th May, 1814, Commander Marshall, then at Altona, wrote to him as follows:—

"My dear Sir,—Your letter of the 17th reached me this morning. I beg to express my sense of your exertions on the service in which you are at present employed. You have done perfectly right in making every effort to place the *ci-devant* Danish flotilla and brass ordnance in the

actual possession of our squadron. I beg you will persevere in your activity, and I am induced to hope that we shall yet succeed in getting every thing clear of Gluckstadt. I remain, dear Sir, &c.

(Signed) "JOHN MARSHALL."

The flotilla alluded to consisted of an armed brig, a galliot, and nine gun-vessels. During the absence of the British force, the masts of the former had been cut away above the deck, and two of the latter sunk; added to which, the greater part of the rigging, sails, &c., of the whole, had been stolen from the storehouses. Notwithstanding all these difficulties, and the extremely limited means at his disposal, Lieutenant Woollnough had the satisfaction of bringing away all the vessels, except those sunk, together with forty-nine heavy guns and mortars. This service was performed in an incredibly short time, to the astonishment of the Danish naval officers, who had offered heavy bets that, with the few men he had, it would not be accomplished in a month, if at all. The galliot and gun-boats were sold; the brig, in company with our own flotilla, arrived at the Nore, Aug. 1st, 1814. About this period, Lieutenant Woollnough received letters from Commander Marshall and the Count de Bennigsen, of which the following are copies:—

"My dear Sir,—It is particularly gratifying to me, when on the eve of resigning the command of the Elbe squadron, to notice the good conduct of the officers who served in it. I therefore feel very great pleasure in expressing my sense of your services; although I am assured the captain of your own sloop will not neglect to observe your merits. Your *great zeal and exertions* are honourable claims, and will, I trust, lead you to promotion, of which I am confident your efforts will, on every occasion, render you worthy. I have the pleasure to remain, yours very faithfully.

(Signed) "JOHN MARSHALL."

"Monsr. Lieutenant Woollnough.—Sa Majesté l'empereur de tout les Russes, sur ma representation, a bien voulu rendre justice à la bravour et aux talens militaires dont vous avez donné des preuves pendant le blocus de Hamburg et Haarburg—surtout dans la dernier affaire navale contre les fortifications de Haarburg. Pour vous donner une marque de son contentement, Sa Majesté a daigné vous conferer son ordre de St. Vladimir, 4me class, dont je joins ici les signes pour vous en decorer.

(Signed) "CONT DE BENNIGSEN,"
Commandant-in-chef de l'Armée de Pologne,
Generale de Cavallerie."

"*No.* 589. *A* 5 *Juillet*, 1814."

As the order of St. Vladimir conferred no distinction in England, nor was even noticed by a distinctive mark on the navy list, Lieutenant Woollnough did not then apply for the royal permission to accept and wear it; but in 1827, when his present Majesty, then Lord High Admiral, was graciously pleased to direct that the names of officers having foreign orders should be inserted in that list, and a distinguishing mark placed against their names as they stood in seniority, it became desirable to attain it; and he accordingly applied through the proper channel. About twelve months afterwards, he was told that the Board of Admiralty could not recommend him to his Majesty for permission to wear the order, as it did not appear that he had been under fire while before Hamburgh. Captain Marshall, Commander Banks, and Lieutenant Edgecombe, had each received permission to wear their respective orders; though the only firing which took place at Hamburgh was on the occasion mentioned in p. 284, which led to no result, and where the former and the latter officers only were present, Commander Banks, as well as Lieutenant Woollnough, being on the other side of the river, separated from them by a long range of islands. On no occasion was Commander Banks under fire, that Lieutenant Woollnough was not so likewise; yet the former gentleman obtained permission, and the latter was denied it. Lieutenant Woollnough could not help feeling also, that on him, under the direction of Commander Banks, had rested the equipment of the gun-boats for this service in the first instance; that he had been afterwards selected for the rather delicate missions to Davoust and the Danish authorities at Gluckstadt; and that he had finally received the thanks of the senior officer for his exertions. To the determination of their Lordships, he felt it to be his duty to bow without a murmur; but still he could not help feeling, that, whatever regulations might have been more recently made, his own case was a hard one.

The Blazer was paid off, at Sheerness, Aug. 18th, 1814; and on the following day, we find Lieutenant Woollnough appointed to the Hearty sloop, Commander James Rose, on

the North Sea station. He soon afterwards volunteered to serve in Canada, the only quarter which then appeared to afford an opening for a zealous officer's exertions: but negociations for peace between Great Britain and America having commenced about the same period, probably prevented his appointment. In the spring of 1815, when the return of Napoleon Buonaparte from Elba again called forth the energies of the British nation, permission was given for a certain number of seamen from the ships in commission, to join the army in Belgium, as volunteers, for the purpose of working guns and managing pontoons. Lieutenant Woollnough lost not a moment in offering his services for this duty, but was told that all the officers intended to be so employed were already appointed.

After the battle of Waterloo, the Hearty was employed in suppressing a very serious riot among the seamen in the river Tyne, for which service her commander, officers, and crew were honored with the thanks of H. M. ministers. She was paid off, at Deptford, Dec. 1st, 1815. Up to this period, Lieutenant Woollnough had witnessed the capture and destruction of 44 sail of the line (French, Spanish, and Danish), 11 frigates (one of which was a Russian seized at Spithead), 19 sloops, 57 gun-boats, and 13 merchant vessels, mounting altogether 4337 guns.

In 1816, Lieutenant Woollnough laid before the Hon. Court of Directors of the East India Company a plan of what he considered a much shorter route than that commonly used, for the conveyance of despatches, &c. overland to and from Calcutta; offering his own services to establish its practicability. The Court complimented him on the occasion, but did not think it expedient to adopt his proposition.

In 1817, having resided for several months at Cartmell, in Lancashire, this officer's attention was drawn to the number of lives lost on the extensive sands which separate that promontory from Lancaster and Furness; and which are daily crossed, between half ebb and quarter flood, by great numbers of persons in their way to and from the market

towns of Lancaster and Ulverston. These sands, from shore to shore, on the Lancaster side, are about nine miles across; and the great danger arises from the passengers being overtaken by fog, thick weather, or darkness, and thus prevented from distinguishing the land, or the guide who attends at the bed of the rivers to shew the ford; in which case, and should he deviate from the proper route, he would run serious risk of being overtaken by the tide, or overwhelmed in a quicksand. Lieutenant Woollnough drew up a plan and estimate for rendering this passage more safe, which he submitted to Lord George Cavendish, and various gentlemen of property residing in the same neighbourhood. His Lordship's opinion thereon was conveyed to him in a note, of which the following is a copy:—

"Lord George Cavendish's compliments to Lieutenant Woollnough, is much obliged to him for the communication, and sketch of the vessel, for insuring the safety of passengers crossing the sands. It appears to be very ingenious, but he should much fear the practicability of carrying it into effect. There would be great difficulty in securing the vessel being stationary, and the expense attending it would not be easily defrayed, or likely to be adopted by the county."

Subsequently, in exploring the sands and adjacent coasts, Lieutenant Woollnough soon discovered that they were very erroneously laid down in the existing charts; and he therefore set about constructing one of Morecambe Bay and the coast, from the north end of Walney Isle to the entrance of the Ribble, including the river Lune. This he effected at great personal risk, and immense labour, arising from the want of proper assistance. It was presented to the Lords Commissioners of the Admiralty, who honored him, through their secretary, with a very handsome letter of thanks.

Lieutenant Woollnough also published, in the Lancaster newspaper, plain and easy directions for crossing the above mentioned sands, when overtaken by fog, &c. He subsequently presented a copy of his survey to the corporation of Liverpool, for which he received a vote of thanks.

In 1817 and 1818, when the disturbances in the large manufacturing towns in the north of England, agitated by

Messrs. Hunt and Co., assumed a very serious aspect, Lieutenant Woollnough offered his services to the Secretary of State for the Home Department, in any way in which they could be rendered available; and had the honor of receiving Lord Sidmouth's thanks for his zeal. In May 1819, he was appointed to the command of the Tartar revenue cruiser, and stationed in her from the Goodwin Sands to the coast of Essex, including the entrances to the Thames. On a service of this kind, an officer who turns his whole attention, as it is his duty, to the suppression of smuggling, cannot expect to be very fortunate in seizures, as the very activity which prevents the successful pursuits of the illicit trader drives him to try some other part of the coast, which he hopes to find less vigilantly guarded. Lieutenant Woollnough, however, captured about 1000 tubs of spirits while on this station, and was moreover successful in materially checking the contraband trade. In 1822, when the revenue cruisers were placed under the orders of the Comptroller-General of the Coast Guard, the Tartar was removed to the Weymouth station. While there, Lieutenant Woollnough superintended the building of a similar vessel, at Bridport, and the equipment and launch of another, at Hastings. He was not superseded in the command of the Tartar until Dec. 1822, seven months after the expiration of the usual period of service. Previous to this, his attachment to maritime surveying, which he was in the habit of having recourse to as an amusement, whenever opportunities of doing so occurred without interfering with his immediate duties, had procured him the friendship of the late Captain Hurd, many years hydrographer to the Admiralty, and with whom he kept up a correspondence until his death. Captain Hurd having requested that he would transmit to him such remarks as he had made while in the Tartar, he laid down the soundings, &c., and forwarded them with his observations, which produced a letter containing the following passage:—

"I understand, with the rest of the world, that a promotion will most

probably take place at the ensuing coronation, and most sincerely shall I rejoice at finding your name included therein. I am, however, sorry to add, that I possess no influence at head-quarters which can be made useful to you, beyond that of an official reference being made to me on the subject of character and abilities. Should any such be made or called for, in consequence of your intended application to Lord Melville, I shall be most happy to testify my opinion of your *zeal, abilities, and strong desire to be made useful to this department.* With my best wishes for your success, I remain, my dear Sir, &c.

(Signed) "THOMAS HURD."

In 1823, Lieutenant Woollnough made experiments on the antiseptic properties of various substances, with a view to their possible utility at sea. The result was laid before the Admiralty. He also analyzed the water of a mineral spring called the Holywell, near Cartmell, celebrated for its salutary effects on the health of the lead-miners from Alston-Moor. The result was published in the Quarterly Journal of Science and the Arts, in 1824.

On the 12th Jan. 1825, Lieutenant Woollnough was appointed to the command of the Surly cutter, then on the North Sea station, but afterwards employed in conveying specie to Dublin. In Oct. following, he was ordered to the river Wear, to act in aid of the civil power, the seamen there having struck for higher wages, and had recourse to some dreadful acts of violence, while attempting to prevent ships from proceeding to sea. He continued on this duty until Oct. 1826, when he was enabled, with the sanction of the Sunderland magistrates, to report that there was no farther necessity for an armed vessel to remain there. During his stay in that port, the inhabitants and ship-owners were so satisfied with his conduct, that, as we have been given to understand, they wrote through the Marquis of Londonderry, a letter strongly recommending him to the favorable notice of Viscount Melville. In 1827, he was similarly employed at Shields; and on both those occasions he appears to have had an additional party of marines, with a commissioned officer of that corps under his command. While at Sunderland, he constructed a chart of the harbour and roads, in which some dangerous rocks, unnoticed in any

former charts, were laid down ; and on this occasion he was honored with the following communication :—

" *Prince Regent, in the Medway, Aug.* 1827.

" Memº.—Having laid before his Royal Highness the Lord High Admiral your survey of the harbour and road of Sunderland, I have it in command to express to you H. R. H.'s satisfaction therewith, and with the zeal you have manifested in making the said survey.

(Signed) " H. Blackwood, Vice-Admiral."

" *To Lieutenant Woollnough.*"

The Surly was next employed on the coast of Scotland, where she continued till the beginning of the winter of 1827, during which season we find her stationed in the entrances of the Thames, for the suppression of a system of smuggling, supposed to be carried on to a great extent in loaded merchant vessels, and which it was extremely difficult to detect. For this purpose, the Asp cutter, tender to the flag-ship in the river Medway, was placed under his orders, together with a draft of men from the Prince Regent and Gloucester. During his continuance on this service no smuggling transaction was heard of.

While thus serving under the command of Sir Henry Blackwood, Lieutenant Woollnough, at his desire, drew up a memoir of what he believed to be the present state of the contraband trade carried on about the entrances of the Thames, and the probable mode of prevention. On the 8th May, 1828, he received a most gratifying note from that officer, to the following effect :—

" Sir Henry Blackwood derives much pleasure in the transmission of the annexed notification of promotion to Lieutenant, now Commander Woollnough, and begs to wish him joy on the occasion, as being so well merited."

Commander Woollnough was superseded on the 17th of the same month, since which he has not been employed. In 1829, he submitted to the Lords of the Admiralty the advantage of adopting a shorter and lighter piece, in small vessels of war, in lieu of the present long and heavy musket; and also a comparative estimate of the expense of the hired transports, and that of a certain class of men-of-war, fitted

for the conveyance of troops. In 1831, the following application was made in his favour to Lord Durham, and, we believe, transmitted by that nobleman to Sir James Graham:

"My Lord,—We, the undersigned merchants and ship-owners of the port of Sunderland, do most respectfully beg leave to solicit your Lordship's recommendation of Commander J. C. Woollnough, R. N., to the favourable consideration of the Lords Commissioners of the Admiralty.

"During the riots of the seamen at this port, in 1825, Commander Woollnough, then lieutenant, commanding H. M. cutter Surly, was stationed here, and by his very active and judicious conduct, not only restored and preserved the tranquillity of the port, but also by his prompt and obliging readiness in rendering assistance to our vessels on every occasion, gained the good will and esteem of all the respectable inhabitants. He has since been made a Commander, and is anxious to obtain employment: but although his services are before the Lords of the Admiralty, his personal character is unknown to Sir James Graham.

"He has been twenty-seven years in the navy, seventeen of which he was lieutenant, and during the war was in the battles of Trafalgar, St. Domingo, &c., &c., and otherwise frequently engaged with the enemy. He has several times been honoured with the thanks of the Admiralty, and of the commanders under whom he served, the details of which are now before the Admiralty; and he has also had conferred upon him the order of St. Vladimir, for services in Germany. We are given to understand some ships of war are about to be commissioned, suitable to his rank; and if your Lordship should deem it proper to intercede in his favour, and procure him an appointment, it would be conferring a great obligation on the inhabitants of this port generally: and we feel confident that Commander Woollnough would do honor to the appointment.

"Hoping your Lordship will pardon the liberty we have taken in this recommendation, we are, my Lord, &c."

(Signed by the chairman of the ship-owners' society, and 33 of the most respectable merchants and ship-owners of the port.)

On the 18th Aug. in the same year, Sir Henry Blackwood wrote to Commander Woollnough as follows:—

"My dear Sir,—I have received your letter of the 16th, and beg to assure you that it always gives me pleasure to bear testimony to the good conduct of the officers who have served under my flag; and am happy to have it in my power on this occasion to testify my opinion of the talent and zeal displayed by you in the public service on all occasions when in command of his Majesty's cutter Surly, under my orders in the North Sea; and I shall be at all times extremely happy to see you again under my flag. With best wishes for your success, I remain, dear Sir, yours faithfully. (Signed) "HENRY BLACKWOOD."

In the beginning of 1834, the King was graciously pleased to confer on Commander Woollnough the insignia of the Royal Hanoverian Guelphic Order.

This officer is the author of several letters on the education of young gentlemen on board H. M. ships, in which he particularly, and *very properly*, condemns the old system of putting them to mess with warrant officers. These letters appeared in the latter volumes of the Naval Chronicle.

Commander Woollnough married, Feb. 16th, 1833, Sophia, youngest daughter of the late Richard Williams, Gent., one of the solicitors of the Lord Mayor's Court, and widow of Charles Waylock, Gent., of West Wratting, co. Cambridge, and Stoke Newington, in Middlesex, also a solicitor of the same court.

SAMUEL MEREDITH, Esq.

Was made a lieutenant on the 24th Nov. 1815; and appointed, as supernumerary, to the Severn frigate, Captain William M'Culloch, superintendent of the coast blockade, Oct. 4th, 1820. He subsequently served in the Prince Regent 120, bearing the flag of the late Sir Benjamin H. Carew, stationed off Gillingham. He obtained his present rank on the 7th May, 1828; and was appointed an inspecting commander of the coast guard in July, 1830.

This officer married, June 21st, 1819, Lydia, third daughter of John Dyer, Esq., Secretary of Greenwich Hospital.

EDWARD KELLY (*a*), Esq.

Was made a lieutenant on the 27th Dec. 1808; and appointed to the Lynx sloop, Captain John Willoughby Marshall, on the Baltic station, in the spring of 1809. He obtained great credit for his conduct in the command of that ship's boats, at the capture of three Danish armed luggers, near Rostock, Aug. 13th, in the latter year*. His last

* See Suppl. Part II. p. 270.

appointment during the war was, Aug. 17th, 1812, to the York 74, Captain (now Rear-Admiral) A. W. Schomberg, then cruizing off the Scheldt, but subsequently employed on the Channel station, and in conveying troops from Bourdeaux to Quebec. He obtained his present rank on the 12th May, 1828.

WILLIAM MORGAN, Esq.

Entered the royal navy in 1795; obtained his first commission on the 9th April, 1803; and was promoted to his present rank May 14th, 1828; previous to which he had commanded the Dexterous gun-brig, and Nimble and Lapwing revenue cruisers. He was appointed an inspecting commander of the coast guard in July, 1830; but quitted that service, and joined the Malabar 74, Captain the Hon. Josceline Percy, in Oct. 1832. He appears to have invalided from that ship in June, 1833.

RICHARD CONNOR (*a*), Esq.

A son of Daniel Connor, Esq. of Ballybricken, near Cork; and brother-in-law to Admiral Superintendent Sir Frederick L. Maitland, under whom he commenced his naval career as midshipman on board the Loire frigate, early in the late war. On the 17th Aug., 1804, he was wounded in action with the French frigate-built privateer Blonde, of 30 guns and 240 men*. His first commission bears date Jan. 5th, 1810. He subsequently served under the flag of Lord Keith, in the San Josef and Queen Charlotte first rates; and with Captain F. L. Maitland, in the Boyne 98, and Vengeur and Genoa, third rates. He obtained his present rank on the 19th May, 1828.

* See Vol. II. Part I. p. 387.

ORBELL OAKES, Esq.

Son of O. R. Oakes, Esq., of Newton and Bury St. Edmunds, co. Suffolk.

This officer was appointed acting lieutenant of the Conqueror 74, flag-ship of Rear-Admiral Plampin, at St. Helena, Mar. 4th, 1820; but not confirmed at home until Oct. 14th following. He obtained his present rank on the 19th May, 1828; and married at Florence, in 1832, Caroline, daughter of William Bryan, Esq.

THOMAS OGLE, Esq.

Entered the royal navy in 1809; obtained the rank of lieutenant Aug. 20th, 1817; and subsequently served in the Active frigate, Captain Andrew King. He was made a commander on the 26th May, 1828; appointed to the Spartiate 76, Captain (now Rear-Admiral) Frederic Warren, on the 28th of the same month; and paid off from that ship on her return from the Mediterranean, April 12th, 1830. His last appointment was Aug. 6th, 1831, to the Isis 50, flag-ship of Rear-Admiral Warren, with whom he returned home, from the African station, Nov. 21st, 1834.

GEORGE EVANS, Esq.

Entered the royal navy in 1811; and obtained his first commission, while serving as midshipman of the Owen Glendower frigate, Captain the Hon. Robert C. Spencer, Jan. 1st, 1821. He was promoted to his present rank, while commanding the Lightning steam-vessel, June 2d, 1828; and appointed to the Rhadamanthus steam-ship, now on the West India station, Oct. 4th, 1832.

PHILIP BROKE, Esq.

Eldest son of Rear-Admiral Sir Philip B. V. Broke, Bart. K. C. B., by Sarah Louisa, daughter of Sir William Middleton, Bart.

This officer was made a lieutenant on the 16th Aug. 1824; promoted to the rank of commander, June 7th, 1828; and paid off from the Erebus bomb, on his return home from the Mediterranean, July 20th, 1830.

REUBEN PAINE, Esq.

Was wounded while serving as midshipman on board the Isis 50, Captain (afterwards Rear-Admiral) James Walker, at the battle of Copenhagen, April 2d, 1801; and again, as senior lieutenant of the Erebus rocket ship, Captain David E. Bartholomew, in the Potowmac river, North America, Sept 5th, 1814*. He was promoted to the rank of lieutenant in Jan. 1809; granted a pension of five shillings per diem, for wounds, May 28th, 1816; made a commander on the 19th June, 1828; and appointed to the coast guard service April 6th, 1831.

This officer married, Dec. 10th, 1817, Miss Cave, of Portsmouth.

JAMES JAMES, Esq.

Obtained his first commission on the 16th Nov. 1790; and subsequently commanded the hired armed brig Alfred, the Eagle prison-ship, and the Buckingham, Matilda, and Argonaut hospital-ships, in the latter of which he continued, off Chatham, for nearly twenty-four years. He was made a commander on the 1st of July, 1828.

GEORGE FLOWER HERBERT, Esq.

Eldest son of Joseph Herbert, Esq., President of the island of Montserrat.

This officer passed his examination in Oct. 1809; obtained his first commission on the 16th May, 1811; and subsequently served in the San Josef, first-rate, flag-ship of Lord

* See Suppl. Part IV. p. 456.

Keith, on the Channel station; Ulysses 44, Captain Thomas Browne, employed on the coast of Africa; and Impregnable 104, bearing the flag of Viscount Exmouth, in Hamoaze. He afterwards commanded the Harpy revenue cruiser. His promotion to the rank he now holds took place on the 7th July, 1828.

This officer married Mary, youngest daughter of the late Captain Harding, and niece to Rear-Admiral Bowen.

WILLIAM TURNER, Esq.

Son of Mr. William Turner, wine-merchant, of Portsmouth, was made a lieutenant on the 30th May, 1823; and appointed to the Sybille frigate, Commodore (now Sir Francis A.) Collier, fitting out for the African station, in 1827. The following account of the action for which he was advanced to his present rank, is taken from the *Hampshire Telegraph* :—

"*Portsmouth, July 12th*, 1828.

"The Black Joke, Lieut. W. Turner, tender to the Sybille, on the 1st of May fell in with a Spanish privateer brig. The Black Joke had on board forty-three men, with one long gun on a swivel; the Spaniard mounted fourteen carriage guns, 12 and 24-pounders, on Gover's principle, with a crew of eighty-seven men of all nations. Two days previously she had been boarded by the Sybille, and had exhibited a regular commission from the King of Spain, to cruise as a privateer against the vessels of the South American States. These two vessels fell in together in the night, and at day-light the Spaniard was observed with a red ensign (English); on approaching within hail, he promised to send a boat on board the Black Joke, but immediately afterwards said he had no boat that could swim, and requested one to be sent to him. Lieutenant Turner consequently sent a boat with two men and a master's-mate*, who were compelled to go on board the pirate, who immediately sent an officer and five men, in the same boat, to the Black Joke, with a demand to look at her papers. Lieut. Turner, not wishing to compromise the safety of his people on board the Spaniard, shewed his commission, and Commodore Collier's order to cruise; which, after a parley, were desired to be sent to the privateer to be compared with the signature of the commodore, who had previously put his name to the back of the Spanish commission. Lieutenant Turner, however, prudently detained the officer and two men, as hostages for his own people. A demand was then made

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* Mr. Edward Lyne Harvey.

that the Black Joke should send fifteen of her crew on board the privateer, who would send the like number of men to the former, and that both vessels should go to Prince's Island; this having been of course refused, the privateer immediately fired into the tender a broadside, when the Black Joke, taking a position on the Spaniard's bow, engaged him for two hours, principally with grape-shot, and nearly unrigged him. The Spaniard then hoisted a flag of truce, and sent our people on board, whose lives had been several times attempted during the action, but who were saved solely by the intervention of the captain. The Spaniards would not confess what their loss had been; several wounded men, however, were seen. Fortunately, the Black Joke had none of her people hurt, though her sails and rigging were much cut up. Too much encomium cannot be given to Lieut. Turner, for his intrepidity and judgment on the occasion."

For the gallantry he evinced in this action, Lieutenant Turner was made a commander by the Lord High Admiral, July 14th, 1828. He has since served on the African station, under Commodore John Hayes, in the Dryad frigate.

CAMPBELL LOCKE, Esq.

A son of Vice-Admiral Walter Locke, by a sister of Captain Michael Head, R. N.

This officer was made a lieutenant on the 30th May, 1814; and promoted to his present rank while serving in the Victory 104, flag-ship of the commander-in-chief at Portsmouth, July 17th, 1828.

HON. JOHN FREDERICK GORDON.

Third son of George, fifth Earl of Aboyne, and first Baron Meldrum, by Catharine, second daughter of Sir Charles Cope, of Brewerne, co. Oxford, Bart.

This officer was made a lieutenant into the Rochfort 80, flag-ship of Sir Graham Moore, on the Mediterranean station, Dec. 13th, 1821; advanced to the rank of commander, Aug. 6th, 1828; and paid off from the Pandora sloop, on his return from the East Indies, in Feb. 1830.

WILLIAM JOHN COLE, Esq.

Obtained his first commission on the 18th July, 1810; and subsequently served under Captain William Elliot, in the Crocodile 28, on the Guernsey and Lisbon stations. On the 31st July, 1821, he was appointed to the Northumberland 78, Captain T. J. Maling, employed as a guard-ship in the river Medway. In the beginning of 1828, we find him commanding the Onyx, 10-gun brig, and proceeding to the coast of Africa, from whence he returned to Portsmouth after an absence of five months. He was advanced to his present rank on the 8th Aug. 1828; and appointed an inspecting commander of the coast guard, July 6th, 1831. On completing his three years service, in command of the southern district, he was presented by the chief officers, the district surgeon, and the boats' crews of the Crouch River station, with a superb silver snuff-box, "in testimony of the grateful sense they entertain of his kindness toward them whilst under his command, in combining the strictest discipline with unremitting attention to their interest and welfare."

This officer married, Oct. 23d, 1818, Elizabeth, eldest daughter of Robert Trace, Esq. of Lechdale, co. Gloucester.

HON. EDWARD GORE.

Eldest son of the second Earl of Arran, K. P., by his third countess, Elizabeth, daughter of Richard Underwood, Esq.

This officer was born in Ireland, May 14th, 1797; and entered the royal navy in Feb. 1810, as midshipman on board the Revenge 74, Captain the Hon. Charles Paget, employed in the blockade of Cherbourg. On the 15th Nov. following, he witnessed an attack made by a squadron under the orders of Captain (now Sir Pulteney) Malcolm, on two French frigates, lying at anchor between the batteries of La Hogue and Tatillon, the result of which was the destruction of l'Elize, a

new ship mounting 44 guns *. On this occasion he was slightly wounded in the face by a splinter.

Mr. Gore subsequently served under Captain Malcolm and the late Sir Home Popham, in the Royal Oak and Venerable, third rates, the latter ship employed in co-operation with the patriots on the north coast of Spain, where he was present at the capture of several forts and towns, including those of Lequitio, Bermeo, Plencia, Galea, Algorta, Bagona, El Campillo las Quersas, Xebiles, Castro, and Ano †. He afterwards re-joined the Hon. Captain Paget, and proceeded with that officer, in the Superb 74, to North America, where he was very actively employed, principally in the neighbourhood of New London, until the termination of hostilities in 1815. Among other boat services in which he participated, we find him, June 13th, 1814, assisting in the destruction of the ship Fair Trader, of 444 tons, quite new, built for a letter of marque, and intended to mount eighteen long 12-pounders; the brig Independent, of 300 tons, pierced for fourteen guns, and about to be launched as a privateer; 1778 tons of merchant shipping; and a cotton manufactory, lately built, near Wareham, in Buzzard's Bay, the value of which, with the stores it contained at the time, was estimated by the principal inhabitants at half a million of dollars. This service was performed, without loss, by a division of boats under the command of Lieutenant James Garland, first of the Superb, in the face of a numerous militia. Mr. Gore was also in a rocket boat at the bombardment of Stonington, Aug. 11th, 1814. He returned home under the flag of the late Hon. Sir Henry Hotham, and continued in the Superb, on the Channel station, until after the surrender of Napoleon Buonaparte, in July 1815.

We next find Mr. Gore serving as master's-mate of the Fury bomb, Captain C. R. Moorsom, at the battle of Algiers; and subsequently in the Egeria 28, on the Newfoundland station, where he was acting lieutenant of the Fly sloop,

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* See Vol. II. Part I. p. 300, *et seq.*

† See Vol. II. Part II. pp. 523—527.

Captain John Baldwin, in Oct. 1817. This appointment appears to have been confirmed at home on the 9th Dec. following.

The Fly was wintering at St. John's when Vice-Admiral Pickmore died there in Feb. 1818. The next day she was ordered to commence cutting through the ice, for the purpose of conveying despatches and the remains of the deceased governor to England; but although several hundred men were employed in assisting her crew, many days elapsed before she got fairly to sea*. On her passage home, she met with a tremendous gale, and had her best bower anchor washed from the bow, although secured by extra lashings.

Lieutenant Gore's next appointment was, April 26th, 1819, to the Tamar 26, in which ship he visited the coast of Labrador, where she was re-equipped by her own officers and crew, without any additional assistance, after getting ashore, and losing her main and mizen masts and rudder.

In Sept. 1827, the subject of this sketch was appointed to the Melville 74; in Nov. following, to the Victory 104; and in June 1828, to the Royal Sovereign yacht, as flag-lieutenant to the Lord High Admiral, by whom he was promoted to his present rank on the 8th Aug. in the same year.

FRANCIS DEANE HUTCHESON, Esq.

Was made a lieutenant on the 19th Jan. 1822; advanced to his present rank Aug 9th, 1828; and appointed an inspecting commander of the coast guard in Ireland, Mar. 20th, 1832.

EDWARD HAWES, Esq.

Passed his examination in May 1815; served at the battle of Algiers; and was made a lieutenant on the 16th Sept. 1816. We subsequently find him in the Andromache fri-

* See Suppl. Part IV. p. 207.

gate, Commodore Joseph Nourse, on the African station. He obtained the rank of commander Aug. 18th, 1828; and married, Oct. 6th, 1829, Mary Anne, daughter of the late Captain William Buckley Hunt, R. N.

HENRY LORD RICHARDS, Esq.

Obtained his first commission on the 12th Nov. 1809; and lost the Fearless gun-brig, near Cadiz, in 1812. He subsequently served under Captain Sir Charles Sullivan, in the Penelope troop-ship and Galatea frigate. His advancement to the rank of commander took place Aug. 20th, 1828.

This officer married Miss E. Worth, of Plymouth. His two youngest children (a boy aged six years, and a girl only four) died of malignant scarlet fever, in July 1834. His brother, John, is a purser in the royal navy.

SAMUEL RAMSEY, Esq.

Was made a lieutenant on the 11th July, 1811; and appointed to the Tigre 74, Captain John Halliday (now Vice-Admiral Tollemache), on the Channel station, Nov. 21st following. We next find him serving under the late Hon. Sir Robert C. Spencer, in the Carron 20, at the attack of Fort Bowyer, in West Florida, Sept. 15th, 1814*. He obtained his present rank on the 22d Aug. 1828.

JAMES BAYLY, Esq.

Was made a lieutenant in Oct. 1805; and commander on the 25th Aug. 1828.

* See Suppl. Part III. p. 258.

WILLIAM WALKER (*a*), Esq., K. T. S.

Obtained his first commission in Aug. 1811, and subsequently served under Captains James Nash and Charles Dashwood, in the Saturn 56, and Windsor Castle 74, on the Halifax and Lisbon stations. The London Gazette of April 19th, 1825, notified that permission had been granted to him to accept and wear the insignia of a Knight of the Royal Portuguese military order of the Tower and Sword, which King John was pleased to confer upon him on visiting the latter ship, after his temporary deposition in May 1824. He was advanced to the rank of commander on the 25th Aug. 1828.

GEORGE RODNEY MUNDY, Esq.

A son of Lieutenant-General Godfrey Basil Mundy, by the Hon. Sarah Brydges, youngest daughter of the late Admiral Lord Rodney.

This officer was made a lieutenant in Feb. 1826; advanced to the rank of commander on the 25th Aug. 1828; and appointed to the Favorite sloop, fitting out for the Mediterranean station, Aug. 29th, 1833.

THOMAS PITT ROBINSON, Esq.

Obtained his first commission in Mar. 1812; and subsequently served under Captains Robert Henderson and John Tailour, in the Tigris frigate and Tonnant 80*, on the West India and Irish stations. He was advanced to his present rank on the 26th Aug. 1828; and has recently been appointed an inspecting commander of the coast guard.

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* Flag-ship of the late Sir Benjamin Hallowell Carew.

RICHARD EDWARDS, Esq.

Obtained his first commission on the 4th July, 1812; and subsequently served under Captain Hyde Parker, in the Tenedos frigate, on the North American station. He was advanced to his present rank on the 26th Aug. 1828.

This officer married, Oct. 16th, 1834, Emily, daughter of William Taylor, Esq., of Parkfield House, Purbrook, co. Hants.

RICHARD KEANE, Esq.

Passed his examination, at Plymouth, in Nov. 1811; obtained his first commission on the 6th July, 1814; and was advanced to his present rank, Aug. 26th, 1828. He subsequently commanded the Victor sloop, on the Jamaica station, from whence he returned home, April 28th, 1831.

RICHARD HENRY KING, Esq.

Passed for lieutenant in May or June 1811; obtained his first commission on the 12th July, 1813; and subsequently served under Captains Joseph G. Garland and Thomas J. Cochrane, in the Alert sloop and Forte frigate, the latter employed for some time on the West India and Halifax stations. He was advanced to his present rank on the 27th Aug. 1828.

This officer married, May 4th, 1830, Mary, daughter of the late Samuel Twyford, Esq., of Trotton, co. Sussex.

HENRY NAZER, Esq.

Is a nephew to Admiral John Ferrier, under whose flag he was serving at the close of the war with France, in 1814, as lieutenant of the Scarborough 74, on the North Sea station. His first commission bears date May 2d, 1808.

We next find this officer commanding the Vigilant revenue cruiser, which vessel was wrecked, through missing stays, when working out of Torbay, Dec. 5th, 1819. He lastly commanded the Badger, and, in that cruiser captured, near Dover, a large smuggling cutter, after a running fight attended with bloodshed. This prize, valued at near 30,000*l.*, was lost to the captors, through the mismanagement of the then solicitor of the Board of Customs, who instead of prosecuting the prisoners as smugglers, tried them for piracy and murder, on which charges they were acquitted, and the vessel in consequence released. The solicitor was very properly dismissed from his office; but Lieutenant Nazer obtained no compensation, either for his disappointment or for a wound which he received while pursuing the smuggler.

This officer was advanced to his present rank on the 28th Aug. 1828. He married a Miss Woollnough.

THOMAS BALL, Esq.

Was made a lieutenant on the 2d Jan. 1809; and appointed to the Clio sloop, Mar. 9th following. He continued in that vessel, under various commanders, until the peace with America, in 1815; and subsequently served in the Satellite sloop and Valorous 26, both commanded by the late Captain James Murray, on the Mediterranean and Newfoundland stations. His next appointment was, Nov. 13th, 1822, to the Owen Glendower frigate, Commodore Sir Robert Mends, with whom he proceeded to the coast of Africa, in the beginning of 1823. His advancement to the rank of commander took place on the 28th Aug. 1828.

JOHN SHEPHERD (*b*), Esq.

Entered the royal navy in 1805; passed his examination, at Plymouth, in Oct. 1811; obtained his first commission on the 2d Feb. 1813; was made a commander on the 28th

Aug. 1828; and is now serving under Captain Edward Sparshott, flag-ship of the Hon. Sir T. B. Capel, on the East India station.

JOHN CHAMBERLAYNE, Esq.

Was made lieutenant into the Weazel sloop, Captain (now the Hon.) Frederick Noel, on the Mediterranean station, Jan. 11th, 1814. He obtained his present rank on the 28th Aug. 1828.

JOHN FREDERICK APPLEBY, Esq.

Son of Mr. John Appleby, a respectable yeoman, of Soberton, in Hampshire.

This officer was born at Soberton, and entered the royal navy in the beginning of 1805, at an early age, as midshipman on board the Queen 98, bearing the flag of Rear-Admiral (afterwards Sir John) Knight, then about to sail for Gibraltar, but destined to form part of the squadron under Lord Collingwood, employed in the blockade of Cadiz. He subsequently served under Vice-Admiral Sir Charles Cotton, second in command of the Channel fleet; and in the Minstrel sloop, on the Mediterranean station. In 1811, he re-joined Sir Charles Cotton's flag ship, the San Josef 110, and returned with that officer to England. In June 1812, he passed his examination at Portsmouth; and in Jan. 1813, was appointed acting lieutenant of the Bristol 64, armed *en flûte*, Captain George Wyndham, in which ship he was present at the siege of Tarragona, by the military and naval forces under Lieutenant-General Sir John Murray and the late Vice-Admiral Sir Benjamin H. Carew. In 1814, we find him proceeding to Halifax, as midshipman on board the Akbar frigate, Captain Archibald Dickson, under whose successor, Captain Charles Bullen, by whom he was strongly recommended for promotion, he continued to serve until ad-

vanced to the rank of lieutenant, Feb. 10th, 1815, previous to which he had again held an acting order.

Mr. Appleby's next appointment was, May 3d, 1815, to the Nimrod sloop, Commander George Hilton, employed on the Irish station. In July 1817, he joined the Queen Charlotte 108; and for eleven years and one month from that period he commanded the tender to the flag ships of Admirals Sir Edward Thornbrough, Sir George Campbell, Sir James Hawkins Whitshed, Sir George Martin, and the Hon. Sir Robert Stopford, successively commanders-in-chief at Portsmouth. He was promoted to his present rank, by the Lord High Admiral, Aug. 28th, 1828; and appointed an inspecting commander of the coast guard service, Mar. 4th, 1831. This officer is married, but has no family.

WILLIAM EDWARD HUGHES ALLEN, Esq.

Son of the late Admiral William Allen, was made a lieutenant on the 25th Mar. 1807; advanced to his present rank on the 28th Aug. 1828; and appointed an inspecting commander of the coast guard, Mar. 31st, 1831.

EDWARD SMITH (*a*), Esq.

Passed his examination at Plymouth, in July 1810; obtained his first commission on the 26th Feb. 1812; and subsequently served under Captain Charles M. Fabian, in the Diomede troop-ship. He was advanced to his present rank on the 30th Aug. 1828.

This officer married, in 1815, Miss White, of Bingham Town, near Gosport, co. Southampton.

JAMES NEVILLE, Esq.

This officer's name appears in the list of those who receive pensions for wounds. He obtained his first commission on the 3d Dec. 1802; and was senior lieutenant of the

Forth frigate, Captain Sir William Bolton, on the North Sea station, at the close of the war with France, in 1814. His advancement to the rank of commander took place Sept. 2d, 1828.

JOHN HACKETT, Esq.

Passed his examination in July 1808; obtained his first commission on the 11th May, 1811; and subsequently served under Captains Thomas Barclay and Richard Walter Wales, in the Success troop-ship and Epervier sloop. On the 23d Feb. 1814, he assisted in capturing, off Cape Sable, the American privateer Alfred, of 16 guns and 110 men. On the 29th April following, he had his left arm shattered by a shot, and received a severe splinter wound, in an action with the United States' ship Peacock, the unfortunate result of which has been stated in Suppl. Part IV. pp. 127—129. On the 23d Oct. 1815, he was granted a pension of 182*l.* 10*s.* per annum; and on the 2d Sept. 1828, we find him advanced to the rank of commander. He was appointed to the Jaseur sloop, fitting out for the Mediterranean station, Nov. 4th, 1833.

JAMES HAMILTON MURRAY, Esq.

Passed his examination, at Portsmouth, in May 1812; obtained his first commission on the 12th Dec. following; and was appointed to the Menelaus frigate, Captain Sir Peter Parker, Jan. 23d, 1813. He assisted in re-capturing a richly laden Spanish ship, mounting 20 guns, and having on board 600,000 dollars in specie, near l'Orient, Feb. 14th, 1814; and was left in command of the Menelaus when his gallant captain and the two senior lieutenants landed to attack an American encampment at Bellair, in the month of Aug. following *. He was advanced to his present rank on the 2d Sept. 1828.

* See p. 56 *et seq.*

This officer married, in 1834, Frances, youngest daughter of the Hon. Mrs. Pelham, of North Place, Cheltenham.

JOHN HOLMES BOND, Esq.

Lost a leg while serving as master's-mate of the Penguin brig-sloop, Captain James Dickinson, in action with the United States' ship Hornet, Captain James Biddle, near the island of Tristan-d'Acunha, Mar. 23d, 1815. Previous to giving the details of this action, we shall point out a few of the circumstances under which the combatants met.

The Hornet mounted eighteen 32-pounder carronades and two long 18-pounders, and had on board 163 men (officers included) and 2 boys. She had musketoons in all her tops, each piece throwing fifty buck-shot at a discharge, and upon each quarter a brass swivel, three or four pounder, fitted on a chock. Her crew were provided with leather caps, fitted with narrow plates of iron, crossing at the top, and bending upward from the lower edge of the crown, to prevent a cutlass from striking the shoulder after having glanced on the head.

The Penguin, after having been run up by contract, in the usual slight and hurried manner, was commissioned for the first time in Nov. 1813, and ordered to be fitted out for the Cape of Good Hope station. Her armament consisted of sixteen 32-pounder carronades and two long sixes. In respect to captain and officers generally, she might compete with any brig of her class; but as to men, when she did get them all on board, which was not until June 1814, they were, with the exception of not being disaffected, a worse crew than even the Epervier's *. Except a portion of her petty officers, they were either very old or very young; the former discharged ineffectives, the latter recently impressed: among the whole number, twelve only had ever been in battle. On falling in with the Wasp, she mustered only 105 officers and men (including 12 supernumerary marines) and 17 boys.

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* See Suppl. Part IV. p. 127 *et seq.*

The action between the Penguin and Hornet commenced at 1-45 P. M. within about pistol-shot distance. The American's star and bar shot soon reduced the British brig's rigging to a state of disorder; while tolerably well-directed broadsides of round and grape made a sensible impression upon her hull, meeting no adequate return, as her carronades, owing to their insecure mode of mounting, turned half round almost every time they were discharged. At 2-15 P. M., as the Penguin drifted nearer, the Hornet bore away, with the semblance of retiring from the contest, but in reality to take a more favorable position for doing execution with her gunnery. Captain Dickinson, on this, bore up with the intention to board: before, however, he could put his plan into execution, he received a mortal wound.

Lieutenant James M'Donald, who now succeeded to the command, aware of the brig's disabled state, saw that the only chance of success was to follow up his captain's intention. Accordingly, at 2-25 P. M., the Penguin ran her bowsprit between the Hornet's main and mizen rigging, on the starboard side. The heavy swell lifting the ship a-head, the brig's bowsprit, after carrying away the Hornet's mizen shrouds, stern davits, and spanker-boom, broke in two, and the foremast went at the same moment, falling in-board, directly upon the foremost and waist guns, on the engaged side. These guns becoming in consequence completely disabled, and the after carronades being equally so, from the drawing of the breeching-bolts, an attempt was made to bring a fresh broadside to bear; but the Penguin was in too unmanageable a state to be got round. In this dilemma no alternative remained; and at 2-35 P. M., Lieutenant M'Donald hailed to say that the Penguin surrendered. After a lapse of twenty-five minutes, an officer from the Hornet came on board to take possession.

The Penguin had her commander, boatswain, and four men killed; her second lieutenant (John Elwin), master's-mate, one midshipman (John Noyes, who lost a leg), and twenty-nine men wounded, four of whom mortally. The Hornet received a few shot in the hull, one of which was so

low down as to keep her men constantly at the pumps. She had, by the acknowledgment of her officers, only two men killed and eleven wounded; but several of her crew told some of their former shipmates, whom they discovered among the Penguins, that the Hornet had ten men killed by the first and second broadsides. Lieutenant Elwin, whose wounds were very severe, counted sixteen of the Hornet's crew lying in their cots.

Mr. Bond's promotion to the rank of lieutenant took place on the 20th Feb. 1815, nearly six weeks previous to the above action. He was granted a pension of 91*l.* 5*s.* per annum, for the loss of his leg, July 1st, 1816; appointed to the Bulwark 76, flag-ship of the late Sir Benjamin H. Carew, in the River Medway, June 29th, 1821; and advanced to his present rank Sept. 5th, 1828.

RICHARD GRIFFITH, Esq.

Is, we believe, a nephew to the late Admiral Sir Richard G. Keats, G. C. B., under whom he served in various ships on the Mediterranean station. He was made a lieutenant on the 14th Dec. 1821; and subsequently appointed second of the Redwing sloop, Captain (now Lord Adolphus) Fitz Clarence. His promotion to the rank of commander took place on the 9th Sept. 1828.

ARTHUR M'GREGOR SKINNER, Esq.

Was made a lieutenant on the 22d Oct. 1823; and commander Sept. 9th, 1828.

ROBERT CRAGIE, Esq.

Was made a lieutenant on the 9th Jan. 1823; and commander Sept. 16th, 1828.

RICHARD WILLIAMS (*b*), Esq.

Eldest son of the late Lieutenant Thomas Williams, R. N., an old and meritorious officer, who lost his right leg, and was otherwise wounded, while serving on board the Chatham 50, Captain (afterwards Sir Andrew Snape) Douglas, in action with the French frigate Magicienne, near Boston, North America, Sept. 2d, 1781 *.

The subject of this memoir was born at St. Columb, co.

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* Lieutenant Thomas Williams (a descendant of the ancient and respectable family of that name, in Carnarvonshire, North Wales) was very actively employed during the greater part of the American revolutionary war. He served under Captain A. S. Douglas in the Roebuck 44, and followed him from that ship into the Chatham. The services in which he participated are thus briefly alluded to by his gallant commander:

"On the 15th May 1780, my uncle, Sir Andrew S. Hamond, being ordered to England with despatches, I was directed to take the command of the Roebuck during his absence. Through the kindness of my uncle, a confirmation was sent to me from the Admiralty, as captain of the Roebuck, in which ship I remained until July 1781; having during that time been very actively employed, and having taken two rebel frigates—viz. the Confederacy 36, and Protector 28, besides several privateers.

"In July 1781, the Roebuck being ordered home, I was appointed captain of the Chatham; in the command of which ship I continued during the war, upon the coast of North America, where I captured or destroyed, during the last twenty months, fifty sail of merchant vessels, one French frigate of 32 guns and 280 men, and several stout American privateers. The frigate engaged the Chatham half-an-hour, although close alongside, and had eighty-six men killed and wounded: we had only two men slain and four wounded."

Lieutenant Thomas Williams married Miss Bond, of a highly respectable family in Cornwall; and at the time of his demise was one of the officers of the Royal Hospital, Greenwich. His uncle, the late Captain Richard Williams, was a shipmate of the illustrious Nelson, who, many years afterwards, paid him a very flattering compliment. On his entering the waiting room at the Admiralty, in which a number of distinguished officers attending the First Lord's levee were assembled, the hero shook him heartily by the hand, and said, "Gentlemen, permit me to introduce to you Captain Williams, an officer to whom I owe all I have gained in the service; for he first made me a seaman."

Cornwall; and entered the royal navy as midshipman on board the Belliqueux 64. He subsequently served in the Plumper and Tickler, gun-vessels, commanded by his father; and, early in 1801, was received on board the Neptune 98, flag-ship of Vice-Admiral (afterwards Lord) Gambier, then third in command of the Channel fleet. During the peace of Amiens, he was successively removed to the Endymion frigate and Isis 50, in which latter ship he accompanied the Vice-Admiral to and from Newfoundland. On her passage thither, she encountered a hurricane, was thrown on her beam ends, lost her top-masts and jib-boom, had all her sails blown to shreds, and was obliged to cut away her mizen-mast: the main-mast was about to follow, when she fortunately fell off, partially righted, and at length shewed her stern to the wind. After her return home, she received the flag of Rear-Admiral (now Sir Edward) Thornbrough, and cruised for a short period in the North Sea. During her second trip to Newfoundland, several of her midshipmen, including Mr. Williams, were borne on the books of the Puissant, receiving ship at Spithead, having been left behind for the purpose of passing the usual examination at the Navy Office.

In the summer of 1804, Mr. Williams again sailed for St. John's, under Vice-Admiral Gambier's successor, the late Sir Erasmus Gower, by whom he was appointed acting lieutenant and commander of the Mackerel schooner, mounting four small carronades, with a complement of fifteen officers and men. In this pigmy man-of-war, which he joined, and fitted out at Bermuda, we find him rendering essential assistance to the Tartar frigate, Captain Edward Hawker, by carrying out a bower anchor, and receiving and landing her main-deck guns, after she had parted her cables in Murray's Roads, and struck on one of the reefs forming the eastern passage. Subsequently, the Mackerel, with fifty-seven French prisoners of war on board, was driven from her anchorage in a N.W. gale, and in rounding St. Catherine's Point, for the purpose of taking shelter under the lee of the island, she repeatedly grazed the rocks; the foam and spray

obscuring all the marks, and totally bewildering the pilot:—the anchors were quickly cut away, and she brought up, but continued to strike until the cables snapped asunder, when she providentially drifted to sea, clear of the innumerable sunken rocks surrounding the Bermudas. For these services Mr. Williams, who had been promoted to the rank of lieutenant on the 13th Dec. 1804, received the thanks of Sir Andrew Mitchell, commander-in-chief on the Halifax station.

The Mackerel was afterwards employed in protecting the fisheries on the S. W. side of Newfoundland, where Lieutenant Williams seized the cargoes (whale oil) of two American vessels, and ordered them from the coast. She subsequently had the honor of twice receiving the flag of Sir Erasmus Gower.

We next find Lieutenant Williams serving under Captain Thomas White (*b*), in the Avenger sloop, employed in affording protection to the homeward bound Newfoundland trade. On his way up Channel, he assisted in destroying the French cutter privateer Hazard, of sixteen guns and fifty men, which vessel, mistaking the Avenger (a north-country built ship) for a merchantman, had run athwart hawse, and made an ineffectual attempt to board her. On this occasion, two British seamen and the whole of the French crew, with the exception of four persons, perished; le Hazard having sunk before boats could be sent to her assistance.

Soon after his arrival in England, Lieutenant Williams was appointed third of the Jupiter 50, Captain H. E. R. Baker, in which ship he visited India and China. During the voyage out, her officers and crew were much distressed for water, being for some weeks, within the tropics, on a pint each person per diem. On her return homeward, after experiencing tremendous gales off the Cape of Good Hope, she lost nearly twenty men by scurvy.

After refitting, the Jupiter was ordered to the coast of Spain, for the purpose of receiving on board part of the gallant army under Sir John Moore; but, unfortunately, she struck on a sunken rock, in Vigo Bay, and was totally

wrecked, in the night of Dec. 10th, 1808. On their return to Plymouth, Captain Baker, his officers, and ship's company, were tried by a court-martial, when, it appearing that he had not endeavoured to get a pilot, or bring the ship to an anchor, the court adjudged him to be admonished to act with more precaution for the future. The officers and ship's company were acquitted of all blame.

In Mar. 1809, Lieutenant Williams was appointed to the Helder 32, Captain John Serrell, fitting out for the Jamaica station; in which ship he continued till she was ordered home, about Aug. 1810, when he got removed into the Reindeer sloop. Previous to this, the Helder, in the course of six weeks, had lost one lieutenant, two masters, two pursers, five midshipmen, and about eighty sailors, &c., all by the yellow fever: the only officer who escaped an attack was a lieutenant of marines.

In April 1811, Lieutenant Williams obtained the command of the Decouverte brig, of 14 guns and 64 men; in which vessel he appears to have been for some time actively employed among the Bahamas, and in the gulfs of Florida and Mexico; where he captured a brig with a cargo of slaves; a schooner under Swedish colours, laden with dry goods, French prize property; and the American privateer Nonpareil, the master of which vessel intended to attack and burn the defenceless town of Harbour Island. Returning to Jamaica, he fell in with, and gave chase to, the Comet privateer, of 5 guns and 80 men, but was compelled reluctantly to abandon the pursuit, after being within long gun-shot for upwards of two hours, the Decouverte's fore-top-gallant mast having gone over the side in a squall, and both her lower masts being sprung, the fore-mast badly.

On her arrival at Port Royal, the Decouverte was ordered to undergo a thorough repair, and nearly nine months elapsed before she was again ready for sea. In the mean time Lieutenant Williams, with his crew, in the Confiance schooner, lent by the merchants of Kingston, was employed in escorting several vessels to St. Jago de Cuba and Cartha-

gena, and in carrying despatches to Santa Martha and Porto Bello.

After her re-equipment, the Decouverte captured two American schooners, laden with flour and logwood; she likewise drove from the coast two privateers, whose superior sailing enabled them to escape. She was subsequently obliged to cut away her masts in Murray's anchorage, Bermuda, where she rode out a heavy N. W. gale within two cables' length of the rocks. Returning through the Caycos passage, in July 1813, with convoy from New Providence to Cape François and Jamaica, she prevented a colonial schooner from being captured by the Saratoga privateer, of far superior force.

In 1814, Lieutenant Williams was appointed by Rear-Admiral Brown to the command of the Edward, a brigantine of 360 tons, 12 guns, and 74 men, with a view to his promotion; but after the failure of the expedition against New Orleans, to which that vessel was attached, he had the mortification to be superseded by a commander sent from England. Previous to his quitting the Jamaica station, he received a letter of thanks from the mayor and principal merchants of Kingston, for the many services he had rendered the trade of the island. He returned home, with an impaired constitution, in 1815; and was not again employed until Aug. 1825, when he became first lieutenant of the Ramillies 74, and was placed in charge of the centre division of the coast blockade, the whole of which service he superintended for three months, during the illness and consequent absence of Captain William M'Culloch. After the demise of that officer, he continued to serve under his successor, Captain (now Sir Hugh) Pigot; by whom he was introduced, and strongly recommended, to his present Majesty, when visiting the Ramillies, as Lord High Admiral, in Sept. 1828. We need not add, that his promotion immediately followed.

Commander Williams married Elizabeth Eleanor, eldest daughter of John Henderson, Esq., of Deal, many years secretary to Admirals Lords Bridport and Gardner, and late

paymaster of the civil department of the Ordnance at Woolwich. He is consequently brother-in-law to Captain George Henderson, R. N., and to the wife of Captain William Henderson, R. N. One of his brothers, George Williams, now surgeon of the Vestal 26, on the West India and Halifax station, was promoted to his present rank for gallant conduct when assistant surgeon of the Maidstone frigate, Commodore Bullen, and employed in her tender, the Hope, at the capture of the Prince of Guinea, a slave ship of far superior force, on the coast of Africa. Another brother, Henry, is assistant surgeon of the Endymion 50, Captain Sir Samuel Roberts, on the Mediterranean station.

JAMES WILSON (*b*), Esq.

Was made a lieutenant in Jan. 1806; and commander on the 18th Sept. 1828.

WILLIAM PICKING, Esq.

Entered the royal navy in 1799; obtained his first commission on the 10th Oct. 1807; was senior lieutenant of the Redpole sloop, Captain Alexander Fraser, at the close of the war with France, in 1814; and subsequently served in the Southampton 50, bearing the flag of Rear-Admiral (afterwards Sir William C.) Fahie, commander-in-chief at the Leeward Islands, and on the Halifax station. He was advanced to his present rank on the 18th Sept. 1828, and appointed to the Asia 84, flag-ship of Rear-Admiral (now Sir William) Parker, on the Lisbon station, Aug. 15th, 1832. He shortly afterwards had a narrow escape, a spent ball having grazed his shoulder whilst he was on shore, viewing an attack made by the Miguelites upon Don Pedro's lines near Oporto. At the same moment, Mr. Vidal, purser of the Asia, then in company, received a musket-ball in the body. He was paid off, on his return from the river Tagus, in the summer of 1834.

GEORGE JAMES HAY, Esq.

Second son of the late Lieut.-General Hay, Lieutenant-Governor of Edinburgh Castle.

This officer passed his examination, and was made a lieutenant, in July 1815. He served under Captain (afterwards Sir Murray) Maxwell, in the Alceste frigate, during Lord Amherst's embassy to China, in 1816-17*; and subsequently under Captain Fairfax Moresby, in the Menai 26, on the Cape of Good Hope station. He obtained his present rank in Sept. 1828; and married, June 24th, 1830, at the Hague, Georgiana Middleton, fourth daughter of Sir John R. Whitefoord.

JOSEPH HAMILTON, Esq.

Served the last three years of his time, as midshipman, under Captain the Hon. Henry Duncan, in the Liffey 50; obtained his first commission on the 29th Jan. 1822; and was advanced to his present rank Oct. 4th, 1828.

JULIUS JAMES FARMER NEWELL, Esq.

Was made a lieutenant in Mar. 1815; appointed to the Pandora sloop, Captain C. G. Randolf, fitting out for the Cork station, Jan. 29th, 1819; and advanced to his present rank on the 20th Nov. 1828.

In Mar. 1834, a novel mode of transporting an anchor, projected by Commander Newell, was tried at Devonport, before the officers of H. M. dock-yard. It consisted in lashing two canvass bags of a conical shape each side, and the whole length of the shank. The base of the cone corresponded with the projection of the stock from the shank, the apex or point well secured to the crown of the anchor;

* See Vol. II. Part II. note † at p. 814.

the bags were inflated with air by the assistance of a pair of blacksmith's bellows, and, when immersed in the water, caused the stock to appear above, with the ring, &c., whereon three men placed themselves, but produced little effect on the buoyancy, until the anchor had been immersed about half an hour. It was then found that the air had escaped a little, which may be accounted for, owing to the rough manner in which it was made by a common sail-maker, and the canvass being devoid of preparation. The weight of the anchor was about 17cwt. 2qrs.

JOSEPH CAMILLERI, Esq.

We first find serving as midshipman on board the Active frigate, Captain (now Sir James A.) Gordon, stationed in the Adriatic, where he was employed in her boats at the capture and destruction of three gun-vessels and twenty-eight sail of merchantmen, chiefly laden with grain for the French troops at Ragusa, July 27th, 1811 *. He was made a lieutenant on the 25th Feb. 1815; appointed to the Dover 28, flag-ship of Rear-Admiral (now Sir Robert W.) Otway, on the Leith station) Oct. 20th, 1819; and advanced to the rank of commander Jan. 1st, 1829.

JOHN FOSTER, Esq.

Obtained his first commission on the 2d Feb. 1808; and was severely wounded while serving as lieutenant of the Apollo frigate, Captain B. W. Taylor, at the capture and destruction of a French convoy in the Bay of Rosas, Nov. 1st, 1809 †. His next appointment was, Sept. 7th, 1810, to the Galatea 36, Captain Woodley Losack, which ship formed part of the squadron under Captain (now Sir Charles M.)

* See Suppl. Part IV. p. 107.
† See Suppl. Part III. p. 160.

Schomberg, and suffered severely in an action with three French frigates, off Madagascar, May 20th, 1811 *.

Towards the end of 1814, we find Lieutenant Foster proceeding from England to the West Indies, as first of the Palma frigate, Captain James Andrew Worth. He subsequently served under Captain Henry Hart, in the Sapphire 26, on the Jamaica station, from whence he returned home invalided, in 1820. He was advanced to the rank of commander, Jan. 2d, 1829.

This officer married, Oct. 1st, 1818, the second daughter of John Davidson, Esq., of Cork-street, Piccadilly, London.

CHARLES DEARE, Esq.

Was made a lieutenant on the 20th Aug. 1824; advanced to his present rank Jan. 5th, 1829; and appointed an inspecting commander of the coast guard, Isle of Wight district, Mar. 18th, 1834.

THOMAS READE, Esq.

Was made a lieutenant in Feb. 1805; granted a pension of five shillings per diem for wounds, Sept. 26th, 1814; appointed to the Ordinary at Portsmouth, in 1819; and advanced to the rank of commander Feb. 7th, 1829.

FREDERICK MOORE BOULTBEE, Esq.

Was made a lieutenant from the Egeria 24, Captain John Toup Nicholas, into the Grasshopper sloop, Captain David Buchan, at Newfoundland, Dec. 13th, 1821. He obtained his present rank on the 11th Feb. 1829.

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* See Suppl. Part I. p. 33.

CHARLES BASDEN, Esq.

Passed his examination at Portsmouth, in July 1810; and subsequently commanded a mortar-vessel attached to the Cadiz flotilla*. He was made lieutenant into the Tremendous 74, Captain Robert Campbell, May 2d, 1811; and continued to serve under that officer until the end of the war in 1815. He obtained his present rank on the 17th Feb. 1829; and was appointed inspecting commander of the coast guard at Carne, Ireland, Mar. 18th, 1834.

This officer married a niece to the late Sir Manaseh-Masseh Lopes, Bart., who left her a handsome legacy.

JOHN PARKER, Esq.

Was made a lieutenant on the 29th Nov. 1814; advanced to the rank of commander Feb. 26th, 1829; and appointed to the Hastings 74, fitting out for the flag of Sir William H. Gage, now commanding on the Lisbon station, April 11th, 1834.

EDWARD JOHN JOHNSON, Esq.

Was slightly wounded when serving as volunteer, first class, on board the Nassau 64, Captain Robert Campbell, in action with the Danish 74-gun ship Prince Christian Frederick, near the island of Zealand, Mar. 22d, 1808†. He passed his examination, at Portsmouth, in June, 1813; obtained his first commission on the 28th Feb. 1815; and was promoted to the rank of commander, Mar. 4th, 1829.

SIR WILLIAM DICKSON, Bart.

Eldest son of the late Rear-Admiral Sir Archibald C. Dickson, Bart., by Harriet, daughter of the late Admiral John Bourmaster.

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* See Vol. III. Part I. p. 131. † See Vol. I. Part II. p. 640.

This officer was born on the 10th June, 1798; became a student at the Royal Naval College, Portsmouth, Aug. 1st, 1811; and was discharged from thence into the Cumberland 74, Captain (now Sir Thomas) Baker, May 16th, 1814. Between July 26th, 1815, and Mar. 24th, 1816, he served on board the Caledonia 120, Rochfort 80 (commanded by his father), and Eridanus frigate. At the latter date he joined the Minden 74, Captain William Paterson, fitting out for the flag of Sir Richard King, commander-in-chief on the East India station, in which ship he bore a part at the memorable battle of Algiers. We afterwards find him in the Trincomalee 46, Vengeur 74, Atholl 28, Liffey 50, Ramillies 74, and Royal Sovereign yacht; from which vessel he was advanced to the rank of lieutenant, Oct. 15th, 1822. His subsequent appointments were, to the Queen Charlotte 104, Seringapatam 46, Revenge 78, and Raleigh 16.

Lieutenant Dickson succeeded to the baronetcy, on the demise of his father, in June, 1827; and was ship-wrecked on the coast of Portugal, when proceeding to the Mediterranean, as passenger on board the Terror bomb, Captain David Hope, Feb. 19th, 1828 *. He was promoted to the command of the Raleigh, Mar. 4th, 1829; and appointed to the Orestes sloop, at Portsmouth, Sept. 28th, 1833. Since then he has been employed on the Lisbon station.

Sir William Dickson's brothers are, Archibald, an officer in the army; Colpoys, in the Hon. E. I. Company's military service; Alexander Collingwood Thomas, a lieutenant in the royal navy; and John Bourmaster, midshipman. One of his sisters, Harriet Jane, is married to Captain Thomas Wren Carter, R. N.; and another, Mary Madeline, to Captain Claud Douglas, H. E. I. Company's army.

EDWARD BELCHER, Esq.

Entered the royal navy in 1812; obtained his first commission on the 21st July, 1818; and invalided from the

* See Vol. III. Part II. p. 122.

Myrmidon sloop, Captain Henry John Leeke, on the African station, in 1820. His next appointment was, Sept. 30th, 1821, to the Salisbury, 58, fitting out for the flag of Rear-Admiral (afterwards Sir W. C. Fahie), commander-in-chief on the Halifax station. In Jan. 1825, he was selected to accompany Captain Frederick W. Beechey, as assistant-surveyor, in the Blossom sloop, on a scientific voyage to the Pacific Ocean. Before the end of that year, he appears to have had two remarkable escapes from a premature death, at Oeno, a coral formation, to the northward of Pitcairn's Island *. An outline of the Blossom's proceedings between May 19th, 1825, the day of her departure from Spithead, and Oct. 12th, 1828, when she was paid off at Woolwich, will be found in Vol. III. Part I. pp. 313—326. Mr. Belcher's promotion to his present rank took place on the 16th Mar. 1829.

In Aug. 1831, the Ætna surveying vessel, commanded by the subject of this sketch, arrived at Portsmouth, after a severe service of seven months on the African station. The principal object of her survey was to ascertain the extent of the Arguin shoals, on which the celebrated shipwreck of the French frigate Meduse occurred some years since. She had also been employed in closely surveying the whole coast from Cape Blanco to Rio Grande. To the southward of Rio Grande, Commander Belcher discovered a river, up which his boats proceeded fifteen miles; he found it perfectly navigable for that distance, and supposed it to be another mouth of the Rio Grande. From the constant exposure of boats, under a vertical sun, the crew of the Ætna were at length afflicted with scurvy; and as a necessary change of provisions, a remedy always successfully resorted to, could not be obtained on that part of the coast, she was compelled to return to England.

On the 25th and 26th Aug. 1831, a court-martial was held at Spithead, to try Lieutenant Francis Godolphin Bond, second of the Ætna, at his own request, on charges of alleged

* See Vol. III. Part I. p. 315.

misconduct adduced against him by Commander Belcher. The court decided that the charges had been in part proved, inasmuch as the said Lieutenant Bond was negligent in not taking measures to prevent the desertion of two Kroomen, who left a boat under his command, at Sierra Leone; and also in not placing some person to look out for any signals which might be made from the ship whilst the boats were away watering at the Isles do Los, by which she was detained for some hours in dangerous ground, waiting for their return. The court therefore adjudged the said Lieutenant Bond "to be admonished to be more careful hereafter."

On the 23d and 24th of the following month, another court-martial was held in Portsmouth harbour, to try Mr. Henry Grainger Backhouse, midshipman of the Ætna, on the following charges, alleged against him by Commander Belcher:—

"'For having, during the present year, on the western coast of Africa, been guilty of repeated insubordination, neglect of duty, and disrespectful, contemptuous, and insolent conduct, towards Commander Belcher, his superior officer; and for having, since the ship's arrival in England, namely, the 14th August last, and between that day and the 20th instant, been guilty of insulting conduct towards Commander Edward Belcher and the first lieutenant of the ship, and of insubordination in quitting the ship in defiance of the first lieutenant's refusal of leave of absence; and also for having absented himself from his duty when it was his watch on deck.'"

"The first witness called was Edward Craydon, gunner of the Ætna, who was examined by the prosecutor. On a straw-hat being produced by Commander Belcher, he was asked if he could identify it. Witness replied yes, he had seen the prisoner wear it repeatedly. On a particular day, when the prisoner had, on the quarter-deck, neither shoes nor stockings on, and wearing the hat produced, Commander Belcher ordered him below. In answer to a question put by the Court, he said he was not near enough to hear what passed, but he did not see any disrespect on the part of the prisoner, when ordered below.

"John Harrison, the boatswain, was next called; the hat produced he had taken charge of, by order of Commander Belcher; the hat then was not so flat as it is now, but the ragged part was the same. Did not know that orders had been given that the prisoner was not to do his duty as mate of the main-deck. In his examination by the prisoner, witness said he thought the hat was much dirtier than when he wore it, from being kept in the store-room among the dust and cobwebs. In reply to ques-

tions by the Court, witness said he was not aware of any disrespect on the part of the prisoner towards Commander Belcher, or of any neglect of duty on his part. On one occasion, witness experienced some difficulty in being relieved from a watch, when the first lieutenant interfered, and reprimanded the prisoner. The prisoner's warrant was withdrawn, because he appeared on deck in a straw hat. He never heard the prisoner answer Commander Belcher disrespectfully, nor did he know of any act of insubordination on his part. He knew that prisoner could not get relieved sometimes until three quarters of an hour after the time. The prisoner never wore the hat, to his recollection, after the warrant had been taken from him.

" Mr. Robertson, mate of the Ætna, was then called. He superseded prisoner in command of the second barge; he was not aware why; he never observed any disrespect or insubordination on the part of the prisoner, nor was he aware of any neglect of duty on the part of Mr. Backhouse. Witness had often seen nearly every officer of the ship walk on the quarter-deck without shoes or stockings on, both at forenoon, afternoon, and all hours of the day. He had seen officers without shoes or stockings on, while under way, when he believed the duty of the ship was carried on by Commander Belcher. For want of men, he had seen the mate of the deck assisting in cleaning her. The prisoner was on the sick list for a month, from a severe cut in the finger, in consequence of being obliged to clean fish for the mess, as they could not make their servant, who was a Krooman, do it. The midshipmen took it by turns to clean the knives and dishes.

" Mr. Francis Logan, surgeon of the Ætna, was next called. The prisoner was on the sick list on the 28th or 29th May; he heard by report only that the prisoner had endeavoured to leave the ship; and the impression left on his mind was, from the conversation he had heard, without leave. Witness was not aware of any neglect of duty on the part of the prisoner, or of any disrespectful conduct towards Commander Belcher. On being examined by the prisoner, witness said he remembered prisoner being confined for three days and three nights under a tarpaulin screen, where neither light nor air was admitted, and no officer of the ship allowed to speak to him—the only air that could be got being under the edges of the screen, which was fastened close to the bulkhead. He understood from Mr. Quin, the first lieutenant, he was so confined by the order of Commander Belcher. The prisoner, he believed, was relieved at witness's suggestion.

" Lieut. Thomas Mitchell, (who had joined the Ætna as first lieutenant since her arrival at this port), stated, that he was on deck when the prisoner asked Commander Belcher if his discharge had come down. Before Commander Belcher came up the side, the prisoner crossed over to speak to him, scarcely giving him time to put both feet on deck, with his face almost touching the commander's, and said—' Is my discharge

come down?' As far as witness could recollect, he did not salute him, but spoke in a sharp and demanding tone. Prisoner had absented himself from the ship without witness's permission, his leave having been stopped. Was not aware of any disrespectful conduct on the part of the prisoner, save in the case he had alluded to, and putting his hands in his pockets when speaking to the commander or witness—upon which latter offence he had often reprimanded him.

" Mr. R. Hopkins, midshipman, did not consider the prisoner's manner respectful, when he asked about his discharge.

" Lieutenant Miles, assistant-surveyor of the Ætna, was on deck when the prisoner addressed Commander Belcher about his discharge. He came up in an abrupt manner, and said, ' Is my discharge come down, Sir?' I think his manner was not respectful. In answer to another question, witness said, the prisoner was in one of the barges, and Commander Belcher reproved him for some neglect of duty; the prisoner at this time was sitting on the deck of the boat, and did not get up during the conversation, which witness thought disrespectful; he also sang very loud on another occasion, on quitting the commander's cabin, as if he wished him to hear him, but witness did not think it was meant to insult him. The prisoner's manner generally was abrupt, but not disrespectful. He observed the prisoner touch his hat to Commander Belcher, when he asked about his discharge. The prisoner dined with the prosecutor on the voyage home, and was treated with the same courtesy as the rest of the officers. Witness should have thought that when prisoner was asked to the commander's table, all had been forgotten. Witness had seen officers on the quarter-deck without any shoes or stockings, and he believes in Commander Belcher's presence, for it was not a remarkable occurrence.

" Lieut. Quin, late first of the Ætna, deposed, that Commander Belcher had suspended the prisoner from duty on the quarter-deck. Prosecutor gave him an order not to go below to mess with the midshipmen, because he considered his conduct to be mutinous. Witness told Commander Belcher he thought the prisoner in a deranged state of mind, which he considered the cause of such conduct. He also mentioned to Commander Belcher, that on the cutter being manned to take a young gentleman who had dined with the midshipmen on shore, that he found Mr. Backhouse stowed away in the fore part of the boat, and on his coming on deck he found him in an intoxicated state. He did not see the prisoner wear the hat produced more than once on deck. The effect of the remainder of witness's evidence was in corroboration of what had fallen from those who had preceded him, with regard to prisoner's conduct to the prosecutor.

" The Court was then cleared, to take into consideration whether Commander Belcher should be allowed to give evidence respecting the prisoner's conduct, which was objected to by prisoner, who considered

that as Commander Belcher had been in court, and consequently heard all the evidence of the witnesses, he should not be permitted to do so. The Court opened after ten minutes' deliberation, when the President informed prosecutor that he might give his evidence, but confine himself to the conduct of Mr. Backhouse while he was in the cabin with him alone.

" The prosecutor being sworn, deposed, that Mr. Backhouse entered his cabin abruptly, with a bill of exchange for him to indorse, and that he, Commander B., told the prisoner that he had not complied with the regulation under which he had engaged to be a party to his money transactions; but that if Mr. Backhouse thought it would enable him to appear in a more officer-like manner, he would attach his signature. The prisoner then left the bill on the table for that purpose, and quitted the cabin. In a few minutes, prisoner returned in a most insulting manner, walked up to the table where the bill was, demanded it, and told Commander B. that he neither required his signature nor assistance; he left the place as abruptly, and his (Commander B.'s) impression was, that he tore the bill in his cabin.

" Mr. Minchin (the prisoner's professional adviser) read an elaborate defence, which was supported by the following evidence :—

" Mr. Henry George Shoot said the general conduct of the prisoner was very respectful, doing his utmost to please Commander Belcher, never seeing any act of insubordination on the part of the prisoner.

" Samuel Adney, a marine, proved that he was engaged to make a cap for prisoner out of the tails of prisoner's coat, and was ordered by him to get it ready as soon as possible.

" Mr. Strong, second master, also stated that the prisoner was not disrespectful; and that the gig was manned for the commander to leave the ship when prisoner asked if his discharge was come down.

" Mr. Hooper, clerk, said that prisoner asked witness to request Commander B. to sign a public bill, which he refused on account of Mr. Backhouse not having a spy-glass. Prisoner asked if his discharge was come down when the commander was going out of the ship, and in a very respectful manner, touching his hand to his hat.

" Mr. Christopher Ludlow deposed to the same effect.

" John Ingle, serjeant of marines, deposed that Mr. Backhouse was under his charge as prisoner at large on the occasion, when he was secured in on the main deck with a tarpaulin large enough to hang a cot in; the tarpaulin was nailed close to the ship's side. Witness received orders not to allow any one to speak to Mr. Backhouse. Never saw any thing disrespectful in prisoner's conduct towards the commander. To the best of witness's belief, prosecutor was on board during the time Mr. B. was confined, and went round the deck during one of those days.

" Joseph Shilleto, carpenter of the Ætna, sworn.—Made a screen for prisoner on the main deck, in which he was confined by the orders of

Mr. Johnson, the master, which screen was composed of a tarpaulin nailed to a carlin, 5 ft. 6 in. in length, 5 ft. 3 in. in breadth. Witness asked Mr. Johnson if he might open one of the ports to give Mr. B. air; to which he replied, that the Commander had ordered him to be closely confined. Gave Mr. B. a chair, as he had none to sit on. Did not see him again for three or four days, till he saw him in the midshipmen's berth. Neither light nor air could be admitted. Prisoner's conduct was in general very respectful, and he was very attentive to his duty.

"The evidence in behalf of the defence having been concluded, the Court was cleared, and after a deliberation of one hour and a half, re-opened, when the following sentence was delivered:—

"'The Court is of opinion that the charge against the said Mr. Henry Grainger Backhouse, of insubordination in quitting the ship in defiance of the first lieutenant's refusal of leave of absence, has been proved; but that the other charges against the said Mr. H. G. Backhouse have not been proved. And the Court doth adjudge the said Mr. H. G. Backhouse to be discharged from H. M. surveying-vessel the Ætna, and to be reprimanded, and admonished to be more circumspect in his conduct in future; and the said Mr. H. G. Backhouse is hereby discharged from H. M. surveying-vessel the Ætna; and is reprimanded, and admonished to be more circumspect in his conduct in future accordingly.'"

The Ætna was subsequently stationed in the River Douro, for the protection of British property, during the contest between Dons Pedro and Miguel. From thence she was sent to survey the Esquerques, or Skerki, a reef of rocks in the Mediterranean Sea. She returned to Portsmouth in Aug. 1833, and was paid off on the 10th of the following month.

Commander Belcher is a member of the Geological and London Geographical Societies. He married, Sept. 11th, 1830, Diana Joliffe, grand-daughter of Colonel Simpson, of Plean House, Falkirk, N. B., and step-daughter of that amiable man and excellent officer the late Captain Peter Heywood, R. N.

WILLIAM HENRY BAPTIST PROBY, Esq.

Eldest son of the late Rev. John Baptist Proby, rector of St. Mary's, Lichfield, co. Stafford*, by Mary Su-

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* Eldest son of the late Dean of Lichfield, and nephew to the late Commissioner Proby, of H. M. dock-yard at Chatham.

sannah, youngest daughter of the late Sir Nigel Gresley, Bart.

This officer was born at Lichfield, on the 15th Oct. 1794; and entered the royal navy, in Mar. 1807, as midshipman on board the Centaur 74, bearing the broad pendant of his cousin-in-law, the late Vice-Admiral Sir Samuel Hood, K. B., under whose auspices he continued to serve until the demise of that highly distinguished officer, in Dec. 1814 *. He was consequently present at the bombardment of Copenhagen, and surrender of the Danish navy, in Aug. and Sept. 1807; the occupation of Madeira, Dec. 26th, in the same year; and the capture and destruction of a Russian 74, on the Baltic station, in Aug. 1808 †. He was also at the reduction of Walcheren, in Aug. 1809.

In 1810, M. Proby followed Sir Samuel Hood into the Hibernia 120, on the Mediterranean station. He subsequently accompanied him to the East Indies; and on the 28th June, 1813, then serving as midshipman of the Hussar frigate, Captain the Hon. George Elliott, assisted in storming the defences of Sambas, a piratical state on the western coast of Borneo ‡. The following is a copy of the senior officer's official report to Captain George Sayer, commanding a squadron in the Eastern Seas:—

"Sir, "*Sambas, June 29th*, 1813.

"It affords me much satisfaction to communicate the good conduct and indefatigable exertions of the party of seamen belonging to H. M. ship Hussar, which you did me the honor to place under my orders, to co-operate with the detachment of troops commanded by Colonel Watson, of H. M. 14th regiment, for the reduction of the batteries at Sambas.

"During a six hours' march, in an almost impenetrable jungle, through which, for the greater part of the way, a path was cut by a division of the seamen (the remainder of the party having been appointed to carry the scaling ladders), that ardour so common to British sailors was eminently conspicuous; and in the assault made on five batteries

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* Sir Samuel Hood married the eldest daughter of the Earl of Seaforth, governor of Barbadoes, by his Countess, the daughter of the above-mentioned Dean of Lichfield.

† See Vol. II. Part II. pp. 649—652.

‡ See Vol. II. Part I. p. 357, *et seq.*

successively, all of which were carried in half an hour, I cannot sufficiently commend their intrepid behaviour, while exposed to a heavy fire in advancing with the troops, as well as their spirited exertions in cutting down the fences which surrounded the batteries. *The very animated exertions of Lieutenant Henry Hoghton, of the Hussar, and Mr. William H. B. Proby, midshipman, during the whole of this service, entitle them to my warmest thanks and every possible praise.* I have the honor to be, &c. (Signed) "S. Leslie, Capt. H. M. S. Volage*."

For his gallant conduct on this occasion, Mr. Proby received the public thanks of Colonel Watson, and was appointed by Sir Samuel Hood acting lieutenant of his flag-ship, the Minden 74. He appears to have been confirmed into the Hesper sloop, Captain Charles Biddulph, Jan. 9th, 1814; and we subsequently find him serving on the same station, in the Leda 36, Wellesley 74, and Owen Glendower 36, which latter ship, commanded by Captain Brian Hodgson, was paid off May 23d, 1816.

Lieutenant Proby spent part of the ensuing six years in a free trader to India, being unable to obtain employment in the navy until Feb. 14th, 1822, when he was appointed to the Queen Charlotte 104, flag-ship of Sir James H. Whitshed, commander-in-chief at Portsmouth. His subsequent appointments were, about June 1823, to the Cambridge 82, Captain T. J. Maling, destined to the Pacific Ocean, in which ship he continued until June 21st, 1827; and Dec. 8th, 1828, to be first of the Southampton 50, fitting out for the flag of Sir Edward W. C. R. Owen, then recently nominated commander-in-chief on the East India station. After equipping the Southampton, he was advanced to his present rank, by commission dated Mar. 19th, 1829.

Commander Proby married, April 28th, 1831, Louisa Mary, only daughter of the late Rev. Samuel How, of Stickland, in Dorsetshire, and Southleigh, co. Devon. His brother, the Rev. John Caryfort Proby, is a chaplain in the Hon. E. I. Company's service, at Bengal.

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* See Suppl. Part III. p. 90 *et seq.*

CHARLES MADDEN, Esq.

A son of the late Captain Madden, of Portsmouth, agent for officers of the royal marines; and brother to Mr. Lewis Madden, master of the ceremonies at Southampton.

This officer was made lieutenant into the Wasp sloop, Captain Thomas Wren Carter, at Jamaica, Sept. 23d, 1819; appointed to the Ringdove 18, Captain George F. Rich, fitting out for the West India station, Dec. 3d, 1822; and advanced to the rank of commander Mar. 30th, 1829.

WILLIAM COTESWORTH, Esq.

Was made a lieutenant on the 16th Sept. 1816; appointed to the Revolutionnaire frigate, Captain the Hon. Fleetwood B. R. Pellew, fitting out for the Mediterranean station, Aug. 20th, 1818; and advanced to his present rank on the 5th April 1829. We are informed that he was selected to superintend the mining establishment at Cata Branca, in Brazil, in 1833.

CHARLES INGLIS, Esq.

Eldest son of the late Commissioner Charles Inglis, R. N., who died at Ryde, in the Isle of Wight, Feb. 27th, 1833.

This officer was made a lieutenant, July 1st, 1814, at the request, we believe, of the Emperor Alexander, whose attention is said to have been particularly attracted when reviewing the British fleet at Spithead, by a boat belonging to Captain Inglis presenting the miniature appearance of a perfect man-of-war. He subsequently served under Captains Francis Newcombe, Robert Tait, and Charles M. Schomberg, in the Chesapeake frigate, Larne 20, and Rochfort 80, the latter ship bearing the flag of Sir Graham Moore, commander-in-chief on the Mediterranean station. He obtained his present rank on the 23d April, 1829.

JOHN CHIMLEY, Esq.

Was wounded while serving as master's-mate on board the Monarch 74, flag-ship of Vice-Admiral Onslow, at the battle of Camperdown, Oct. 11th, 1797. He was made a lieutenant in Feb. 1802; and served for several years in the Aboukir 74, latterly commanded by the present Rear-Admiral Norborne Thompson. He was advanced to his present rank while commanding the Basilisk cutter, May 1st, 1829.

CHARLES FREDERICK, Esq.

Passed his examination, at Sheerness, in July 1816; subsequently served under the flag of Vice-Admiral Pickmore, in the Sir Francis Drake frigate, at Newfoundland; obtained his first commission on the 20th April, 1818; and was advanced to his present rank, May 6th, 1829, for gallant conduct when commanding a boat belonging to the Alacrity sloop, at the capture of a piratical mistico, on the Mediterranean station. In performing this service, he was severely wounded; as were also three of his party, including Mr. C. C. Austen, midshipman.

GEORGE DANIELL, Esq.

Entered the royal navy in 1810. We first find him serving as admiralty midshipman on board the Leven 24, Captain W. F. Owen, employed in surveying the coast of Africa, where he was appointed acting lieutenant of that ship's consort, the Barracouta sloop, Captain A. T. E. Vidal, about the end of 1822. His first commission bears date May 15th, 1823.

Mr. Daniell's next appointment was, May 7th, 1827, to the Musquito sloop, Captain George B. Martin, under whom he served as first lieutenant at the battle of Navarin. He was advanced to his present rank, as soon as eligible for

promotion, by commission dated May 7th, 1829. He obtained the command of the Dispatch sloop, fitting out for the West India station, June 7th, 1832; and has since captured, to windward of Barbadoes, a Spanish schooner, of only 75 tons, having on board 292 slaves of both sexes, mostly under twelve years of age.

GEORGE FARHILL DIXON, Esq.

Was made a lieutenant in Mar. 1823; and advanced to his present rank, while serving as first of the Dryad frigate, Captain the Hon. George A. Crofton, June 12th, 1829. A few days afterwards, on paying off that ship, her gun-room officers gave him a farewell dinner, at Devonport, in token of their esteem, and in congratulation on his promotion. Next day, the midshipmen gave their late officers a public breakfast, and presented Commander Dixon with a handsome piece of plate. He has since served for three years in the Caledonia 120, latterly commanded by Captain James Hillyar, C. B., which ship was paid off in May 1833.

HORATIO STOPFORD NIXON, Esq.

Was made a lieutenant in July 1819; promoted to the command of the Arachne sloop, on the West India station, July 14th, 1829; and paid off from that vessel, at Devonport, July 13th, 1830.

THOMAS BEVIS, Esq.

Obtained his first commission on the 24th Sept. 1806; and was slightly wounded while serving as senior lieutenant of the Galatea frigate, Captain Woodley Losack, in action with a French squadron near Madagascar, May 20th, 1811 *.

* See Suppl. Part I. p. 33, *et seq.*

He continued in the same ship until July 1814; and subsequently served as first lieutenant of the Bombay 74, Captain Henry Bazely, and Euryalus 42, Captain Thomas Huskisson, off the Azores, and on the Mediterranean and West India stations. He was advanced to his present rank on the 3d Aug. 1829.

ROBERT CROSBIE, Esq.

Obtained his first commission on the 10th Mar. 1807; and was a prisoner of war, at Verdun, in Dec. 1813. He was made a commander on the 3d Aug. 1829.

JOSEPH PAFFARD DICKSON LARCOM, Esq.

Son of the late Commissioner Joseph Larcom, of Malta dock-yard, a zealous and good officer, who died at Gibraltar, on his way to England, Feb. 17th, 1818, universally lamented.

This officer was educated at the Royal Naval College, from whence he embarked on board the Blossom sloop, Captain Francis Beaufort, destined to the Mediterranean, in June 1810. He subsequently served under the same officer in the Ville de Paris, first rate, off Toulon, and Frederikssteen frigate, on the coast of Asia Minor*. He was made lieutenant into the Castor 32, Captain Charles Dilkes, Sept. 26th, 1814; appointed to the Atholl 28, Captain Henry Bourchier, fitting out for the Halifax station, Nov. 28th, 1820; and advanced to the rank of commander, Aug. 8th, 1829.

DAWSON MAYNE, Esq.

Was wounded while serving as midshipman on board the Leander 60, Captain Edward Chetham, at the battle of Al-

* See Suppl. Part II. pp. 86—93.

giers. He was made lieutenant into the Newcastle 60, flag-ship of the late Sir Edward Griffith Colpoys, on the Halifax station, Feb. 5th, 1821; and advanced to his present rank on the 14th Aug. 1829. He subsequently commanded the Sparrowhawk sloop, on the West India station.

FREDERICK BULLOCK, Esq.

A son of the late superannuated Commander James Bullock.

This officer passed his examination, at Portsmouth, in 1811; obtained his first commission on the 22d Jan. 1812; was appointed to the Revolutionnaire frigate, Captain John C. Woolcombe, Nov. 3d, 1813; and subsequently commanded the Snap surveying vessel, on the Newfoundland station. In 1824, he accompanied Captain Lyon from England to the coast of Labrador *. He was advanced to his present rank on the 26th Aug. 1829; and has been borne on the books of the William and Mary yacht, at Woolwich, ever since the 30th Oct. in that year.

Commander Bullock is well known as a scientific officer in the hydrographical department of the service.

HENRY BOLTON, Esq.

Was wounded while serving as midshipman under Captain (now the Hon. Sir John) Talbot, in the Victorious 74, at the capture of the French line-of-battle ship Rivoli, Feb. 22d, 1812 †.

This officer passed his examination in April 1815, and was made lieutenant into the Blossom 24, Captain Frederick Hickey, on the South American station, July 14th, 1818. He obtained his present rank on the 26th Aug. 1829; and was appointed inspecting commander of the coast guard, at Donaghadee, Ireland, Mar. 20th, 1832.

* See Vol. III. Part I. p. 110.

† See Vol. I. Part II. p. 745, *et seq.*

WILLIAM CLEMENT SWINFEN, Esq.

Entered the royal navy in Jan. 1816; obtained his first commission on the 29th April, 1825; and was advanced to his present rank, Aug. 26th, 1829.

RUSSELL ELIOTT, Esq.

Entered the royal navy in Nov. 1815; obtained his first commission in Jan. 1825; and was made a commander on the 5th Sept. 1829.

JAMES PULLING, Esq.

Passed his examination at Portsmouth, in April 1810; obtained his first commission on the 23d Feb. 1815; and was subsequently employed in the suppression of smuggling on the coast of Hampshire. The following account of a trial which took place at Winchester, in July 1825, is taken from the Hampshire Telegraph:

"James Pulling and William Young, the former a lieutenant in the navy, the latter a seaman employed in the preventive service, were charged with having, at the parish of Milton, wilfully murdered James Reade.

"John Goddard, of Christchurch, surgeon, deposed that on the morning of the 4th June last, he was called to attend on the deceased, who he found had been shot in the belly, just above the navel: deceased was in great pain, and witness extracted a leaden ball from the right buttock, soon after which he died of the wound. During his illness, deceased told witness, on inquiries from him, that it was a person by the name of Evans, on the preventive service, who had shot him, and that at the time they were about four or five yards apart: that he was positive of the man, but he did not think the aim was taken at him (deceased) in particular; that no goods were landed at the time; that there was an assembly of about sixty persons; that he was paid for going out at nights, and was owed thirty shillings for seven nights; that on being shot he fell senseless, and on coming to himself, crawled away from the spot on his hands and knees.—Timothy Dawkins had often worked at Hurst Castle, and knows the prisoners. About eleven o'clock in the

night of the 3d June last, witness was at Milton, and heard the report of pistols, which seemed to come from a place called Lobb's Hole. He hastened that way, the firing still continuing, and met a number of persons coming away from shore. Witness turned back with them, and they had not proceeded far when Lieutenant Pulling, with two more persons, ran up to them, crying out, 'What are you up to here?' Some one replied, 'We are not up to much.' He then stopped and conversed with his men, while his (witness's) party walked on. He soon, however, ran after them, and seized on a man, who was struggling, when Pulling demanded, 'Are you ready, for we are.' No one made reply to this, and the prisoner stepped back and fired a pistol at the man. A number of persons were round him at the time. Prisoner then commanded his men to fire, and some one immediately did so. Witness saw the prisoner, Young, there. Williams, one of Pulling's men, chopped with his cutlass at a person who was endeavouring to assist the man who was shot.—William Gibbs was present on the night in question. He was going home when a party of men came shouting after him, and they all proceeded together. Three persons came up to them (as described by last witness), and one of them caught hold of James Reade, saying 'I'll have you for the first,' and directly after, shot him. The person who shot Reade commanded the others to load and fire. Witness was certain that the prisoner Young was one of the three, and he believed Lieutenant Pulling was the man who shot Reade, but he could not positively swear to him. Several other witnesses corroborated the above testimony, but would not positively swear that Lieutenant Pulling was the man who shot, although, before the coroner, Fuller had sworn that he was. The evidence for the Crown having been gone through, Lieutenant Pulling read his defence, stating, that being on duty on the night in question, they met a party of smugglers, who used the most abusive and menacing language, and challenged them to put down their arms and fight like men: they declined to do this, there being about sixty against three or four; but asserted they would not use their fire-arms except in their own defence. Prisoner then observed some of them getting out something from under their frocks, and fearing danger, fired his pistol. The whole band then rushed on Lieutenant Pulling's party, and but for the timely assistance of one of his men, he himself must have been slain by a blow which was aimed at his head. On the smugglers retiring, prisoner saw that a man was wounded, and ordered his men to render assistance. His men said the wound was not much, at which prisoner exclaimed, 'Thank God.' This was all that passed, nor did prisoner hear more of the matter till his apprehension.—Young, the other prisoner, said nothing in his defence, but bore testimony to the truth of Mr. Pulling's statement. A great number of witnesses, on behalf of the prisoners, proved this narration to be correct, and the most respectable and unqualified evidence was adduced as to Lieutenant Pulling's previous

excellent character, as an officer and as a man. He was represented in convincing terms as of firm moral principles, and a truly humane disposition.—The Judge then summed up with the utmost minuteness, and the jury, after a few minutes deliberation, during which the most intense anxiety prevailed throughout the Court, returned a verdict against Lieutenant Pulling—*Guilty of Manslaughter;* and acquitted Young, who was discharged. A question of law arising in arrest of judgment, his Lordship suspended sentence to some future opportunity, and in the interim directed that Lieutenant Pulling should be admitted to bail, which was immediately put in, and he was liberated accordingly."

This trial was followed by that of a smuggler named James Pitman, charged with having, in the night of June 3d, 1825, with other persons, obstructed Lieutenant Pulling and his men in the execution of their duty. The desperado was sentenced to six months' imprisonment and hard labour in the House of Correction.

Lieutenant Pulling was promoted to his present rank on the 8th Sept. 1829; and appointed an inspecting commander of the coast guard in Oct. 1831.

HENRY EDWARD COFFIN, Esq.

Was made a lieutenant in July 1814; and commander on the 19th Sept. 1829. He married Nov. 10th in the latter year, Charlotte, youngest daughter of the late William Curry, Esq., of Southampton.

THOMAS NETHERTON LANGFORD, Esq.

Was made a lieutenant in Nov. 1826, and commander on the 19th Sept. 1829.

ROBERT INGRAM, Esq.

Was made a lieutenant in Sept. 1806, and commander on the 28th Oct. 1829. He married, Sept. 7th, 1806, Miss Wilmot, of Oyster Street, Portsmouth.

ROBERT JAMES ELLIOT, Esq.

Was made a lieutenant in Aug. 1808; and commander on the 27th Aug. 1814.

EDWARD HANDFIELD, Esq.

Only son of the late Colonel Charles Handfield, of Hermitage, near Lucan, Dublin, twenty-four years commissary-general of Ireland, whose father, Lieut.-Colonel John Handfield, commanded the 40th regiment of foot at the siege of Louisbourg, in 1758.

This officer passed his examination, at Portsmouth, in Mar. 1811; obtained his first commission in Aug. following; served as lieutenant under Captains Clotworthy Upton and the Hon. Fleetwood B. R. Pellew, in the Junon and Revolutionnaire frigates, on the Halifax and Mediterranean stations; and was promoted to the command of the Jaseur sloop, in South America, Aug. 2d, 1826. He is now inspecting commander of the coast guard, at Dundalk, in Ireland.

SAMPSON JERVOIS, Esq.

Entered the royal navy in Nov. 1801; and served until June 1804, under Captain (afterwards Rear-Admiral) the Hon. Francis F. Gardner, in the Princess Charlotte 38, Ruby 64, and Gelykhied 68, on the Irish and North Sea stations. The former ship bore the flag of the first Lord Gardner, at Cork, during the peace of Amiens, and was subsequently recommissioned by his son, with whom Mr. Jervois sailed for Jamaica in Sept. 1804. Whilst on that station, he assisted at the capture of numerous valuable Spanish merchant vessels and a French privateer brig, le Regulus, of fourteen guns and eighty-four men.

The Princess Charlotte was next ordered to the Leeward Islands, where, Captain Gardner having invalided, Mr. Jer-

vois joined the Ramillies 74, Captain (afterwards Vice-Admiral) Francis Pickmore, in which ship he returned home towards the end of 1805.

The Ramillies formed part of the squadron under Sir John B. Warren, at the capture of the French 80-gun ship Marengo and frigate Belle Poule, the former bearing the flag of Rear-Admiral Linois, Mar. 13th, 1806*. She afterwards escorted a large fleet of merchantmen to the West Indies, and, in Dec. 1807, was present at the surrender of the Danish islands of St. Thomas, St. John, and St. Croix†.

In April, 1808, Mr. Jervois was received on board the Belleisle 74, flag-ship of the Hon. Sir Alexander I. Cochrane; in June following, we find him appointed acting lieutenant of the Demerara sloop, Captain Henry Bourchier; and shortly afterwards removed to the Asp 18, Captain Robert F. Preston. He witnessed the capture of la Junon French frigate, after a severe action with the Horatio 38, Feb. 10th, 1809‡; and commanded the boats of the Asp during the successful operations against Guadaloupe in Jan. and Feb. 1810§. His appointment to that vessel was not confirmed by the Admiralty until Dec. 24th, 1809.

Lieutenant Jervois returned home in June, 1810; and served under Captains Spelman Swaine, in the Talbot 20, principally employed on the Irish station, from the beginning of 1812 until Nov. 1813. His subsequent appointments were,—Nov. 15th, 1813, to the Martial sloop, Captain George Elliot;—in June, 1816, to be first of the Perseus 22, Captain Thomas Richard Toker, fitting out for the Newfoundland station;—in Feb. 1817, to be senior lieutenant of the Sir Francis Drake 38, flag-ship of Vice-Admiral Pickmore, governor and commander-in-chief of that colony;—in Nov. 1818, to the Dauntless 26, Captain the Hon. Valentine Gardner, fitting out for the East India station—in Dec. 1823,

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* See Vol. I. Part II. p. 435, *et seq.*

† See Vol. I. Part I. p. 263, *et seq.*

‡ See Vol. II. Part I. p. 147, *et seq.*

§ See Vol. I. Part I. p. 265.

only three months after his return home, to the Brisk 10, Captain (now Lord Adolphus) Fitz Clarence; and—in Mar. 1824, to the Redwing 18, commanded by the same officer, in which latter sloop he remained, on the North Sea station, until paid off, at Chatham, in 1825.

Lieutenant Jervois attended the public funeral of his old friend and patron, Vice-Admiral Pickmore, at St. John's, Newfoundland, Mar. 3d, 1818. In the Dauntless, of which ship he was first lieutenant for nearly five years, he visited Madras, Ceylon, Manilla, Singapore, China, New South Wales, New Zealand, the various ports of Chili and Peru, the Marquesas Islands, Otaheite, and the Society Islands; returned through Torres Straits to Calcutta; and touched at the Isle of France, the Cape of Good Hope, and St. Helena. His promotion to the rank of commander took place on the 27th April, 1827.

ALFRED LUCKRAFT, Esq.

Knight of the French Legion of Honour.

We first find this officer serving as midshipman on board the Mars 74, Captain George Duff, at the battle of Trafalgar, on which memorable occasion he was wounded. He was afterwards sub-lieutenant of the Steady gun-brig, and promoted from that vessel into the Hyacinth sloop, Sept. 3d, 1810. During the latter part of the war with France, he served under the flag of Rear-Admiral John Ferrier, in the Scarborough 74, on the North Sea station; and subsequently under Captains John Parish and Thomas Warrand, in the Foxhound sloop.

In Jan. 1828, Lieutenant Luckraft was appointed first of the Blonde frigate, Captain Edmund Lyons, under whom he greatly distinguished himself at the reduction of the "Château de Morée," in Oct. 1828, as will be seen by the following extracts and copies of official letters relative to that service:—

"*H. M. S. Blonde, off Patras, Oct. 14th,* 1828.

"Sir,—Captain Spencer's letter, by the Echo, will have informed you of the capitulation of Patras. I have now the honor of sending you the

terms; in defiance of which five agas, with from 1200 to 1500 troops, have thrown themselves into the Morea Castle, and refuse to surrender, unless a written order to do so be produced from Ibrahim Pacha of Egypt, or Ibrahim Pacha of Lepanto.

"Under these circumstances, General Schneider has resolved on commencing offensive operations against the castle, and intends, on the night of the 19th instant, to open his batteries near the walls, hoping that this operation, accompanied by a demonstration on the part of the allied naval forces here, may induce the agas to surrender. If this should fail, the General will prepare for battering in breach. * * * * * * * I have promised to approach the fort on the 19th instant, as near as the wind and other circumstances will admit, under the hope that the dread of a naval attack may have the same effect that it undoubtedly had in the surrender of Patras. * * * * * * I have the honor to be, &c.

(Signed) "EDMUND LYONS, Captain."

"*To Vice-Admiral Sir Pulteney Malcolm, K. C. B., &c. &c. &c.*"

"*H. M. S. Blonde, 30th Oct.* 1828.

"Sir,—In obeying your orders to act in concert with the senior officer of His Most Christian Majesty's ships, I have had the good fortune of finding myself associated with those distinguished officers, Captains Mauduit Duplessis, of *la Duchesse de Berri;* Hugon, of *l'Armide;* and Villeneuve, of *la Didon;* and in detailing the proceedings of the Blonde, I at the same time describe those of the French frigates: for I assure you, that throughout an arduous service of twelve days and nights, in very unfavourable weather, the most perfect concert and hearty co-operation have been invariably manifested.

"On the 18th inst., General Schneider expressed a wish that four 18-pounders should be landed from each ship; and in less than four hours they were on shore, with all their appointments; the difficulties occasioned by the surf on the beach being overcome by the fine spirit which animated all—French and English being in the water, mutually assisting each other. In this operation, the zeal and intelligence of Lieutenant Thomas Saumarez Brock, were very conspicuous.

"On the 20th, Lieutenants Alfred Luckraft and Sidney Colpoys Dacres; Messrs. Mockler, Hay, Blair, and Austen, mates; and Messrs. De Sausmarez, Kennedy, Hawkins, and Dor, midshipmen; landed with a party of seamen and commenced making the batteries, under the direction of the French officers of engineers and artillery.

"At nine o'clock on the 22d, the Marine battery opened its fire on Morea Castle, and in a few hours silenced the guns opposed to it; but as the army advanced in their approaches to the breaching batteries, the castle opened fresh guns, which rendered it necessary for the Marine battery to fire at intervals, for eight days and nights.

"Last evening, the guns of the frigates, with two 24-pounders which

Admiral De Rigny landed from the Conquerant on his arrival, and such of the battering train as the weather enabled us to disembark, were fairly established in the two breaching batteries, named by Lieut.-Gen. Maison, Charles X. and George IV., the French and English guns being promiscuously placed in each; and at day-light this morning, together with the mortar battery and the Ætna bomb, opened such a tremendous fire on the castle as to produce, in four hours, an unconditional surrender.

" I am sure you will be glad to find, that the zeal and professional talent exhibited by Captain Stephen Lushington, his officers, and ship's company, have excited the admiration of all. The Ætna was worked up in the night, under reefed courses and close-reefed topsails, anchored, and sprung with such precision, within eight hundred yards of the castle, as to enable that intelligent officer, Lieutenant George Logan, of the royal marine artillery, to throw 102 shells into the castle, only the first four going too far. Captain Lushington assures me that he received the most valuable assistance from Lieutenant Baldwin Wake Walker.

" I am persuaded, Sir, that in your well-known wish to appreciate and encourage merit, I shall find an excuse for dwelling so much on the conduct of my officers and ship's company; and really, Sir, when I reflect on the peculiar situation in which they have been placed, and know that their gallantry in the batteries, their excellent discipline in their tents, (which were in the centre of the French army,) are highly extolled by the French officers, I feel it to be but fair that it should be reported to their admiral.

" Any thing I could say in praise of Lieutenants Luckraft and Dacres would fall far short of the universal feeling in the French army in their favor; but, perhaps, I may be permitted to say, that the former has been nearly twenty years * a lieutenant. All the mates are highly deserving, and have passed many years.

" My duties having frequently called me from the ship, the command devolved on the second lieutenant, the Hon. Edward Roper Curzon, whose conduct fully justified all I had expected from an officer of first-rate professional talent.

" The French had many casualties in the batteries, but I am happy to add we have only one man severely wounded. I have the honor to be, &c. (Signed) " Edmund Lyons, Captain."

" *To Sir Pulteney Malcolm, K. C. B., &c. &c. &c.*"

" *H. M. S. Asia, off Poros, 26th Nov.* 1828.

" Sir,—In acknowledging the receipt of your letter of the 30th ult., detailing your proceedings, in conjunction with the French naval force

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* Upwards of eighteen years.

and a division of the French army, against the Morea Castle at Patras, I have satisfaction in assuring you of my entire approbation of the manner in which you have conducted the service there, and of the exertions and good conduct of the officers and ship's company of the Blonde. I have not failed to make known the same to the Lords Commissioners of the Admiralty, and to recommend, in particular, to their Lordships' favorable notice, the merits of Lieutenant Luckraft. I have much pleasure in sending for your perusal a copy of a letter which Vice-Admiral De Rigny has addressed to me on the occasion, expressive of his admiration of the services of the Blonde and Ætna, and of the cordiality of feeling manifested between the forces of the two nations. I am, &c.

(Signed) "PULTENEY MALCOLM, Vice-Admiral."

"*To Captain Lyons, H. M. S. Blonde.*"

Copies of the letters from Sir Pulteney Malcolm to the Admiralty, and from Mons. de Rigny to the British Vice-Admiral, are given in Vol. III. Part II., p. 88, *et seq.* On the 31st Oct. 1828, the Marquis Maison, commander-in-chief of the French army in the Morea, wrote to the minister-of-war as follows:—

"The delivery of arms, among which were some very beautiful sabres and yatagans, was severely felt by the Turks; but I wished to punish them for their resistance to the capitulation of Patras, and I was therefore inflexible. I have distributed these arms among the general and superior officers of the different corps, the artillery, and superior officers of the French and English squadrons.

"The five batteries had received names. The first was called Charles the Tenth; the second George the Fourth. The other three were those of the Dauphin, the Duke de Bordeaux, and the Marine. The English, who served four cannon (the officers of the frigate Blonde and those of the bomb-vessel Ætna), were extremely pleased with the attention which we had shewn them, and giving the name of their king to one of our batteries. We owed them such a compliment for the zeal and frankness which they have displayed on all occasions. I cannot too highly praise Lieut. Luckraft. He is an old and worthy officer, who directed the battery during the whole siege with great ability."

The following are extracts of a private letter from an officer of the Blonde:—

"There were no sailors, either English or French, admitted into the breaching batteries, except the Blonde's and Conquerant's. Ours was the central battery, and the nearest to the castle. Lieutenant Luckraft held the chief command, and next to him was Lieutenant Dacres. They behaved with so much bravery, and so ably maintained the unshaken

character of British seamen, as to merit the public approbation of the French commander-in-chief. * * * * * The exertions of Captain Lyons have seldom been equalled, certainly not excelled, by any British officer; he was almost constantly in the trenches, and exposed to a tremendous fire of great guns and musketry. Lieutenants Luckraft and Dacres were twelve days and nights in the trenches; the three last of which they worked their battering guns with such effect as to expend upwards of 1000 eighteen-pound shot, and 6000 lbs. weight of powder: never were four guns worked with greater dexterity than those of the Blonde's, which were placed on George the Fourth's battery. * * * * Vice-Admiral De Rigny ought to have commanded the naval part of the expedition, but this he waived in favor of Captain Lyons."

The insignia of the French Legion of Honor was immediately afterwards conferred upon Lieutenant Luckraft; but his promotion to the rank of commander did not take place until Oct. 28th, 1829, previous to which the Blonde had conveyed the British ambassador from Tenedos to Constantinople.

This officer's subsequent appointments were, Nov. 30th, 1829, to the command of the Cameleon sloop, which vessel he paid off on the 22d Mar. 1830; and June 20th, 1831, to the Revenge 78, in which ship he served under Captains James Hillyar and Donald Hugh Mackay, principally on the Lisbon station, until put out of commission, Mar. 13th, 1834.

ARTHUR JAMES DOUGLAS, Esq.

Entered the royal navy in Feb. 1816; obtained his first commission in Feb. 1825; and was advanced to his present rank on the 20th Nov. 1829.

JOHN COGHLAN FITZGERALD, Esq.

Entered the royal navy in Oct. 1812; obtained his first commission in April, 1825, and was advanced to his present rank on the 27th Nov. 1829. In April, 1831, being then in command of the Alert sloop, and on his way to San

Blas from Callao, he met with an island not laid down in the charts, lat. 18° 24′ N., long. 114° 33′ W.

ROBERT RUSSELL, Esq.

Is, we believe, related to the Marchioness of Cleveland.

This officer passed his examination on the 8th April, 1826, being then upwards of twenty years of age; obtained his first commission on the 30th April, 1827; served as lieutenant under Captain (now Sir Thomas) Fellowes, in the Dartmouth frigate, at the battle of Navarin; and was promoted to the command of the Wolf sloop, on the Mediterranean station, Dec. 2d, 1829. He joined that vessel, from the Dartmouth, Feb. 12th, 1830; and was dismissed the service for getting her ashore at the back of the Isle of Wight, on the night of March 10th following. His trial by court-martial took place at Portsmouth, and his judges agreed that the Wolf "was run on shore by the inattention and neglect of her commander, and of Mr. Richard Hodges, her master, by not making a proper allowance for the flood tide, and by disobeying the standing orders stated in the general printed instructions, at page 87,—that on all occasions when a ship is in pilot water, or in the neighbourhood of land, of rocks, and of shoals, the captain or commander is to take particular care that the lead is kept constantly going, whether the pilot or master think it necessary or not; and at page 107,—that the master is to be always attentive to the manner in which she is conducted, and to see the lead carefully hove. In addition to the dismissal of Commander Russell, Mr. Hodges was sentenced to be severely reprimanded, and placed at the bottom of the list of masters.

The subject of this sketch was restored to his former rank about Nov. 1830; and appointed to the Victor sloop, lying in the River Douro, destined to the West Indies, Dec. 27th, 1831. He subsequently captured a Spanish vessel from Africa, bound to Cuba, having on board 526 slaves. He returned home, *via* Halifax and Newfoundland, Sept. 23d, 1834.

JAMES RICHARD BOOTH, Esq.

Son of an old purser in the royal navy.

This officer entered the service in 1805; passed his examination at Portsmouth, in Nov. 1811; and was made lieutenant into the Gorgon 44, armed *en flûte*, Commander R. B. Bowden, Dec. 30th, 1813. He subsequently served under Captains John Parish and Thomas Warrand, in the Foxhound sloop. We afterwards find him successively appointed to the Kite, Favorite, and Drake sloops, the latter employed on the Newfoundland station. He obtained his present rank on the 8th Dec. 1829; and is now commander of the Trinculo sloop, on the African station. His appointment to that vessel took place in April, 1832, at which period she was fitting out for a special service.

JAMES BURNEY, Esq.

A son of the late Dr. Burney, of Gosport, co. Hants, who had the credit of having educated more naval and military officers, during the wars occasioned by the French revolution, than any other teacher in the kingdom.

This officer was made a lieutenant by the Board of Admiralty, on their visit to Portsmouth, in company with the allied monarchs, in the summer of 1814; appointed to the preventive service in the island of Sheppy, in Dec. 1821; advanced to the rank of commander on the 24th Dec. 1829; appointed to the Wasp sloop, July 19th, 1833; and removed to the Arachne sloop, on the West India station, in the month of December following. He married, Jan. 24th, 1822, at Weymouth, Mary, only daughter of P. L. Burnett, Esq.

JAMES ELPHINSTONE ERSKINE, Esq.

Was made a lieutenant in the beginning of Jan. 1826; and commander on the 24th Dec. 1829.

JOSEPH SHERER, Esq.

We first find serving under Captain George Francis Lyon, in the Hecla discovery ship, on a voyage to the Arctic regions, in 1821, 2, and 3 *. He was made a lieutenant during his absence from England, by commission dated Dec. 26th, 1822; and advanced to his present rank, Dec. 30th, 1829, for his activity while commanding the Monkey schooner, on the West India station, where, within eight months, he captured three large vessels, bound to Cuba, having on board 743 slaves.

The Monkey was a vessel of only 75 tons, mounting one long 12-pounder on a pivot, with a complement of twenty-six men. One of her prizes was the brig Midas, belonging to Havannah, of 360 tons, mounting four long 18-pounders, and four medium 12-pounders, with a crew of fifty-seven men: she was heavier rigged than a British 10-gun brig; the boom of her fore-and-aft mainsail was as long as the Monkey altogether. The following account of her capture was transmitted to us in 1829:—

"On the 27th June, about 9 A. M., on rounding the Beminis from the southward, Lieutenant Sherer discovered a brig at anchor on the bank, distant about six or seven miles, with her top-sail yards at the mast heads, and other suspicious appearances. On seeing the Monkey approach, she weighed and stood off and on under easy sail, apparently undecided how to act. When the schooner got within about three miles of her, she again anchored, with a spring on her cable, keeping her top-sails set, with the yards slung and sheets stoppered. There being but little wind, a considerable time elapsed before the Monkey got within point-blank range, when the brig let fly an ill-directed broadside, which was not returned until the schooner got near enough to make every shot tell. At the expiration of half an hour, part of the slaver's crew hailed to say they had struck, whilst the remainder kept up a fire of musketry from the forecastle. Three or four more discharges of grape and canister settled the business, and all resistance ceased. She proved to be from the river Bonny, with four hundred slaves on board, of whom two hundred and fifty-one perished within nine weeks after her capture. On her passage from the African coast, one hundred and fifty-seven of her original cargo

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* See Suppl. Part IV. pp. 353—361; and Vol. III. Part I. p. 108.

had died of small-pox. The Midas had one of her crew killed, and three wounded; the Monkey not a man hurt; but she, as well as her antagonist, suffered greatly in the hull and rigging. Three English sailors, formerly belonging to a Liverpool vessel wrecked on the above coast, were found in arms on board the slaver, sent home, tried for piracy at the Old Bailey, and condemned to death, but had their sentences commuted to transportation for life."

Commander Sherer was appointed to the coast guard service at Lymington, Feb. 26th, 1831; and removed to the Weymouth district in Oct. 1832.

JOHN HARVEY BOTELER, Esq.

A son of the late William Boteler, Esq. F. S. A., of Eastry, co. Kent, by his second wife, Mary, daughter of Captain John Harvey, who commanded the Brunswick 74, and was mortally wounded in Earl Howe's action, June 1st, 1794*.

This officer was made a lieutenant on the 19th Sept. 1815; and subsequently served under his uncle-in-law, the present Sir Thomas Harvey, K. C. B., and Captain (now Rear-Admiral) T. J. Maling, in the Northumberland 78, stationed as a guard-ship in the River Medway. His next appointment was, Dec. 3d, 1822, to the Ringdove sloop, Captain George F. Rich, fitting out for the West India station. He obtained the rank of commander on the 14th Jan. 1830; and married, Aug. 15th, 1832, Helen Agnes, fifth daughter of the late James West, Esq., of Bryanstone Square, London.

PATRICK JOHN BLAKE, Esq.

Was made a lieutenant on the 19th July, 1823, and commander Jan. 15th, 1830.

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* See pp. 40—43.

JOHN REEVE, Esq.

Was made a lieutenant on the 22d Feb. 1808; and subsequently served, for about three years, in the Prometheus sloop, under Captains Hercules Robinson and William B. Dashwood, on the Jamaica and Channel stations. We next find him in the flag-ship of Sir Edward Thornbrough, commander-in-chief at Portsmouth.

On the 7th Nov. 1818, after displaying great activity in favor of Captain Sir Murray Maxwell, at the recent Westminster election, Lieutenant Reeve was appointed to the command of the Starling cutter, which vessel he paid off, and re-commissioned, Oct. 14th, 1820. He afterwards served under Sir Murray Maxwell and Captain Benjamin Clement, in the Briton and Shannon frigates, on the South American and West India stations. His promotion to the rank of commander took place on the 2d Feb. 1830.

This officer married, Sept. 8th, 1818, Miss Emma Caplin, of Charlton, co. Sussex.

EDMUND YONGE, Esq.

Passed his examination at Plymouth, in Sept. 1814; obtained his first commission on the 6th Mar. 1815; was advanced to his present rank Feb. 10th, 1830; and appointed to the Melville 74, flag-ship of Sir John Gore, on the East India station, Nov. 16th, 1830.

EDWARD IGGULDEN PARREY, Esq.

Was made a lieutenant into the Liverpool 50, Captain (now Sir Francis A.) Collier, on the East India station, Nov. 28th, 1820; and appointed to the Primrose sloop, Commander T. S. Griffinhoofe, fitting out for the African station, Aug. 9th, 1827. The following is taken from the "Hampshire Telegraph:"

"Letters from Sierra Leone, dated Mar. 2d, 1829, state that his Ma-

jesty's ship Primrose was then lying there, waiting the event of the trial of a galliot (formerly the yacht of Alderman Sir William Curtis), which a pinnace under the command of Lieut. Parrey, first of the Primrose, had captured in the River Cachao, with thirty-eight slaves on board. This active officer had, on the previous day to the capture of the galliot, taken a Portuguese vessel of four guns and forty men, with two hundred and twenty-five slaves, by boarding. This vessel was formerly the Saucy Jack, American privateer. Lieut. Parrey proceeded up the River Noonaz, where he found two schooners, one French and one Spanish, quite ready for slaves. He also found there an English brig, the Lochiel, of Liverpool, and what is remarkable, without a living soul on board, the captain, mate, and all her crew having been discovered below dead. He consequently, with much praiseworthy exertions, brought her down the river, which is a dangerous one, and without a pilot, to the Primrose, which ship carried her to Sierra Leone, where her agent had allotted to the Primrose a salvage of 190*l*."

Lieutenant Parrey was advanced to the rank of commander Feb. 10th, 1830.

FRANCIS VERE COTTON, Esq.

Is, we believe, a nephew to General Viscount Combermere, G. C. B., &c. &c., formerly Sir Stapleton Cotton. He was made a lieutenant on the 1st Jan. 1821; advanced to his present rank, Feb. 12th, 1830; and appointed to the Racehorse sloop, on the West India station, Jan. 31st, 1832.

PAUL PIERCY BAGWELL, Esq.

Was made a lieutenant in July, 1812; and commander on the 15th Feb. 1830.

RICHARD SHEPHEARD TRISCOTT, Esq.

Appears to have been a follower of the late Admiral Viscount Exmouth, under whose flag he served as midshipman on board the Caledonia and Queen Charlotte, first rates, at the blockade of Toulon and battle of Algiers. His first commission bears date Sept. 5th, 1816. He was appointed to

the Sapphire 26, Captain Henry Hart, fitting out for the West India station, Aug. 26th, 1818; and we subsequently find him senior lieutenant of the Alacrity sloop, Captain G. J. Hope Johnstone, employed in the Mediterranean.

On the 9th April 1826, and following day, the boats of the Alacrity, commanded by Lieutenant Triscott, made two very gallant attacks on, and succeeded in destroying, three Greek piratical vessels, near the island of Ipsara. Lieutenant Triscott and three seamen were severely wounded on this occasion; and Lieutenant John Wheatley, second of the Alacrity, very dangerously burnt. Forty of the Greeks were killed, and seventy taken prisoners in a tower which protected the vessels.

This officer was advanced to his present rank on the 22d Feb. 1830; and appointed an inspecting commander of the coast guard in June, 1832. He married, in April, 1833, Eliza Jope, youngest daughter of R. J. Kinsman, Esq., of Falmouth, co. Cornwall.

ORLANDO GEORGE SUTTON GUNNING, Esq.

Was made a lieutenant into the Morgiana sloop, Captain William Finlaison, on the African station, Sept. 25th, 1821; and promoted to the command of the Infernal bomb, Feb. 26th, 1830. He returned home in that vessel, from the Mediterranean, May 27th, 1830; and was paid off, at Chatham, on the 11th June following.

WILLIAM BARWELL, Esq.

Was made a lieutenant in Mar. 1822; and commander on the 26th Feb. 1830.

GEORGE FULLER STOW, Esq.

Was made a lieutenant on the 23d April, 1822; and promoted to the command of the Badger sloop, employed as a

mooring-vessel at Mauritius, Feb. 26th, 1830. The Badger was converted into a receiving hulk, and Commander Stow placed on half-pay, in 1833.

JOHN POWNEY, Esq.

Youngest son of the late Pennyston Portlock Powney, Esq., of Ives Place, Maidenhead, Berks, Lieutenant-Colonel of the Berkshire militia, Custos Rotulorum of that county, Ranger of the Little Park, Windsor, and many years representative in parliament of the borough of New Windsor; who died in 1794, universally regretted.

This officer entered the royal navy in 1800, at a very early age, and served, during the latter part of the French revolutionary war, as midshipman on board the Cambrian frigate, successively commanded by Captains the Hon. Arthur Kaye Legge and George H. Towry, on the Channel station. During the peace of Amiens, we find him serving under Captain (now Sir Edward W. C. R.) Owen and the present Rear-Admiral Vansittart, in the Nemesis and Magicienne frigates; the latter employed in conveying a number of disbanded Dutch troops from Lymington and Jersey to the Texel and Helvoetsluys. After the renewal of hostilities with France, he followed Captain Vansittart into the Fortunée 38, on the North Sea station; and subsequently joined the Phäeton 38, Captain (now the Right Hon. Sir George) Cockburn, with whom he sailed for North America and the East Indies, Sept. 25th, 1803.

The Phäeton, with one of the Hon. E. I. Company's ships under her convoy, left Chesapeake Bay on the 28th Jan. 1804, and arrived in Madras Roads May 26th. She was next employed in the blockade of the Mauritius and Isle Bourbon, during which service Mr. Powney repeatedly distinguished himself in boat expeditions, particularly at the capture and destruction of a ship which had run ashore, for protection, under a fort situated on Point Cannonière. He returned home Jan. 7th, 1806, in the Howe 38, into which ship Cap-

tain Cockburn had exchanged, on the 5th June preceding, for the purpose of bringing to England, from Bengal, the Marquis Wellesley (late governor-general) and suite.

The Howe was paid off in Feb. 1806; between which period and Sept. following, Mr. Powney served under Commodore Owen and Captain J. W. Loring, in the Clyde and Niobe frigates. On the 13th of the latter month, he was made lieutenant into the Bergère sloop. Shortly after joining that vessel, which was successively commanded by Captains the Hon. Granville Proby, Thomas Whinyates, and James Boxer, he gave great offence to the papists of Malta, by an act of indiscretion committed during a religious procession, and in consequence of their complaint he was tried by a court-martial, and sentenced to be placed at the bottom of the list of lieutenants, May 8th, 1808. But for this unfortunate occurrence, he would now, in all probability, have been an old captain.

Mr. Powney's next appointment was to the Zenobia 18, Captain Alexander Richard Mackenzie, on the North Sea station, where he served for a considerable period. In that vessel he was present at the siege and capture of Flushing, and bore a part in all the subsequent operations of the Walcheren expedition. On the 19th May, 1813, he was appointed second lieutenant of the Endymion frigate, Captain Henry Hope, fitting out for the North American station, where he assisted at the capture of the Perry letter of marque, Dec. 3d, in the same year; the Meteor schooner, of three guns and thirty-one men, Feb. 7th, 1814; and the Mars privateer of 15 guns and 70 men, Mar. 7th, following. The Meteor was taken by the boats of the Endymion, off New York, and Lieutenant Powney's conduct on that occasion obtained him honourable mention in the *London Gazette*.

The Endymion formed part of the squadrons under Rear-Admiral Griffith (afterwards Sir Edward G. Colpoys) and Captain (now Rear-Admiral) Sir Thomas M. Hardy, in an expedition to the Penobscot river, and at the capture of the islands in Passamaquoddy Bay*. In the course of these

* See Vol. II. Part II. p. 729; and *id.* Part I. p. 165.

services, Lieutenant Powney suffered so much from fatigue and privations that he was unfortunately obliged to invalid, a short time previous to the capture of the United States' ship President, Jan. 15th, 1815 *. He returned home first of the Martin sloop, Captain (now Sir Humphrey F.) Senhouse.

On the escape of Napoleon Buonaparte from Elba to France, in the spring of 1815, Lieutenant Powney was appointed to the Caledonia 120, destined to hoist the flag of Sir John Gore; but which ship was paid off immediately after the battle of Waterloo. In September following, he received an appointment to the Vengeur 74, Captain Thomas Alexander, stationed at Portsmouth; the tender of which ship, employed in the suppression of smuggling, he commanded for two years. In 1818, he was appointed to the command of the Camelion revenue cutter, in which vessel he cruised, with considerable success, against illicit traders, in the British Channel, for a period of three years, occasionally attending upon our late monarch in his aquatic excursions.

In 1822, at the particular request of that admirable seaman, Captain John Hayes, C. B., Lieutenant Powney was appointed to command the Arrow, a cutter of his construction, of about 160 tons, mounting ten guns, embracing stability under canvas with little ballast, great buoyancy, better stowage, and swifter sailing qualities, than any model ever before designed by known schools of naval architecture. In this vessel, the construction and management of which reflected equal credit on Captain Hayes and Lieutenant Powney, when competing with many other cutters of greater tonnage, the latter officer was employed, for nearly three years, in protecting the oyster fisheries about Jersey, during which period he succeeded in capturing many smugglers.

In 1825, Lieutenant Powney was appointed to the Royal George yacht, and he subsequently, while commanding her tender, the Calliope, conveyed the Mexican chargé d'affaires, Senõr Rocafuerte, with a treaty of commerce, from England to New Spain, where he was presented by the government of

* See Suppl. Part I. p. 314, *et seq.*

that republic with a table service of plate. He brought home from thence a freight of considerable value, April 12th, 1827.

In the spring of the same year, the Calliope having been found unfit for further service, Lieutenant Powney was lent, with the crew of the Royal George, to the Royal Sovereign yacht, Captain Sir William Hoste, in which ship the late Queen of Wirtemburg (Princess Royal of England) returned to her native country, on a visit to her august relatives, after an absence of twenty years. He subsequently had the honor of accompanying his present Majesty, then Lord High Admiral, and his royal consort, on several marine excursions, at the termination of which he was presented by that illustrious personage with a commander's commission, dated June 26th, 1827. His last appointment was, April 6th, 1831, to be inspecting commander of the coast guard at Aldborough, where he remained for the usual period of three years.

This officer, than whom we know no one more zealously devoted to his profession, married Elizabeth, daughter of the late Captain Carleton, H. M. 16th foot, and niece to the late Lord Carleton, Chief Justice of Ireland.

HENRY MEREDITH MOSTYN, Esq.

Served as midshipman on board the Alceste frigate, Captain (afterwards Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816, and was wrecked in that ship, near the island of Pulo-Leat, Feb. 18th, 1817 *. He was made a lieutenant in Jan. 1823; and advanced to his present rank on the 26th Feb. 1830.

Commander Mostyn married, in Nov. 1832, Susanna, daughter of the late J. S. Townshend, Esq., of Trevallyn, co. Denbigh.

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* See Vol. II. Part II. pp. 805—816.

HENRY RICHARD STURT, Esq.

Was made a lieutenant in July, 1823; and commander on the 27th May, 1830.

HENRY WILLIAM BISHOP, Esq.

Obtained his first commission on the 1st Nov. 1806; and served, during the latter part of the war with France, under Captain (now Rear-Admiral) John Maitland, in the Barfleur 98, on the Mediterranean station. He was appointed to the Royal Sovereign yacht, Captain Sir Edward Berry, July 28th, 1814; to the Lacedemonian and Niger, frigates, commanded by Captain Samuel Jackson, in 1815 *; and to be senior lieutenant of the Tribune 42, Captain (now Sir Nisbet J.) Willoughby, Oct. 19th, 1819 †. We next find him commanding the Manly sloop, on the Halifax station; and sent, in July 1829, by Vice-Admiral Sir Charles Ogle, to look for and determine the position of the Virgin Rocks, lying in the direct track to Cape Race, Newfoundland, the point which vessels bound to Quebec generally endeavour to make. He was accompanied on this service by Mr. Edward Rose, master in the royal navy, commanding the Inspector tender.

That the situation of the Virgin Rocks should have remained uncertain, and even that their existence should have been doubted, to a very recent period, affords an instance of one among the many difficulties with which hydrographers have to contend in the construction of charts. Although repeatedly sought for, they were known only to a few fishermen, who frequent the Banks of Newfoundland, until the enlightened views of Sir Charles Ogle, for the safety of our North American traders, led to their complete discovery. They are situated in lat. 46° 26′ 15″ N., long. 50° 56′ 35″ W.;

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* See Suppl. Part I. p. 278.

† See Suppl. Part II. p. 194.

and described as extending in an irregular chain, or cluster, 800 yards in the direction of N. E. b. E. and S. W. b. W., their breadth varying from 200 to 300 yards. They were distinctly seen under water, particularly a large white mass of rock, in $4\frac{1}{2}$ fathoms, having from 5 to $6\frac{1}{2}$ fathoms round it. The shoal was traced in 7 fathoms, on detached rocks, near the edge of it, having deeper water between them. On the southern edge of the shoal, from S. E. to W., the depth increases gradually to 30 fathoms, at the distance of half-a-mile from the shoalest part. The same depth was found to the N. W. and N. E. of the shoal, at the distance of one-third of a mile, and also between N. E. and S. E. at the distance of one mile. In an easterly gale, which would be attended with the whole swell of the Atlantic Ocean, no vessel could pass over these rocks.

This officer's promotion to the rank of commander took place on the 22d July, 1830.

WILLIAM SILVESTER ADDINGTON, Esq.

Obtained his first commission on the 12th Mar. 1807; served as lieutenant under Captain (now Sir John) Harvey, in the Leviathan 74; and was advanced to his present rank on the 22d July, 1830.

HUGH GOOLD, Esq.

Was made a lieutenant on the 16th June, 1808; and dismissed from the transport service, in 1827, in consequence of his having taken Mrs. Goold to Lisbon for the benefit of her health. This heinous offence, in the sight of one Board, appears to have been considered venial by another, its superior, from which he received a commander's commission, dated July 22d, 1830. He married, July 1st, 1819, Harriet, daughter of Mr. Knight, of Landport Terrace, near Portsmouth.

WILLIAM BARBER WATTS, Esq.

Was made a lieutenant into the Goshawk sloop, June 20th, 1808; and advanced to the rank of commander on the 22d July, 1830.

WILLIAM HENRY HASWELL, Esq.

Is the son of a naval officer, who died suddenly on the 5th Jan. 1831, aged 77. He passed his examination in July 1808; obtained his first commission on the 28th Feb. 1809; served under Captain the Hon. (now Sir) Charles Paget, in the Superb 74, on the Channel and Halifax stations, from Sept. 1812 until Aug. 1814; and was advanced to his present rank July 22d, 1830. He is now an inspecting commander of the coast guard.

RICHARD EMERIC VIDAL, Esq.

Was made a lieutenant on the 10th July, 1809. He commanded the boats of the Cornwallis frigate, Captain (now Sir W. A.) Montague, at the capture of a Dutch brig, lying under the fort of Manippa, laden with turtle, fowls, fruit, and sago, bound to Amboyna, Feb. 1st, 1810. He obtained his present rank on the 22d July, 1830.

HENRY PRESTON, Esq.

Passed his examination in May 1808; obtained his first commission in Nov. 1809; and was advanced to his present rank on the 22d July, 1830.

WILLIAM USHERWOOD, Esq.

Was made a lieutenant into the Sabine sloop, Captain George Price, Dec. 23d, 1809; and commanded the boats

of that vessel at the capture of three French privateers, each mounting two long four-pounders, with a complement of twenty-five men, lying at the anchorage of Chipiona, near Cadiz, May 26th, 1811. He subsequently served in the Sabine, under Captains William Wrottesley and William Hall, on the Newfoundland station. His promotion to the rank of commander took place July 22d, 1830. He is now an inspecting commander of the coast-guard.

This officer has been twice married :—1st, to Ann, eldest daughter of the Rev. Digory Jose, of Ponghill, Cornwall; and 2dly, in Aug. 1832, to Eliza Dennis, eldest daughter of the late Rev. John Kingdon.

SAMUEL HELLARD, Esq.

Passed his examination in Aug. 1808; obtained his first commission on the 29th Oct. 1810; and subsequently served in the Podargus 14, Benbow 74, and Scout 18. The following is taken from the Naval Chronicle for 1815, vol. 34, p. 163:

"A court-martial was lately held on Lieutenant S. Hellard, late of H. M. sloop Scout, for threatening to shoot or drown T. Smith, who had deserted from the said vessel, if he returned; and for disrespect to Captain James Arthur Murray. The court were of opinion that the charges were proved against the said Lieutenant S. Hellard; but, in consideration of his former high character, did only adjudge him to be most severely reprimanded, and to be placed at the bottom of the list of lieutenants of H. M. navy."

This officer was advanced to his present rank on the 22d July 1830, and appointed an inspecting commander of the coast-guard, April 13th, 1831.

GEORGE BISSETT, Esq.

Passed his examination in Feb. 1810; and was made lieutenant into the Hyperion frigate, on the Jamaica station,

Jan. 28th, 1811 *. He was advanced to his present rank on the 22d July 1830, and appointed inspecting commander of the coast-guard at Poole, co. Dorset, Aug. 30th, 1832.

WALTER KIRBY, Esq.

Son of the late W. Kirby, M. D., of Maldon, co. Essex.

This officer was made a lieutenant in Feb. 1811, and commander July 22d, 1830. He married Hannah, youngest daughter of the late James Smith, Esq. of Langford, Essex.

CHARLES SMITH, Esq.

Passed his examination at Portsmouth, in Feb. 1812; obtained his first commission in May 1813; was advanced to his present rank on the 22d July, 1830; and is now an inspecting commander of the coast-guard in Ireland. He married, in Dec. 1830, Eliza, eldest daughter of John Slight, Esq., naval officer and agent victualler at Gibraltar.

ADAM CUPPAGE, Esq.

Second son of the late General Cuppage, Hon. East India Company's service.

This officer passed his examination at Plymouth, in Feb. 1811; was made a lieutenant on the 26th May 1814; and advanced to the rank of commander July 22d, 1830. His wife is Frances, eldest daughter of the late Colonel Haldane, royal engineers.

JOHN POWELL TWEED, Esq.

Obtained his first commission on the 26th May 1814; served under Captain John Tancock and Commanders Tho-

* See p. 79.

mas Herbert and Alfred Matthews, in the Bann 20, and Icarus sloop; and was advanced to his present rank July 22d, 1830.

GEORGE HOLBECH, Esq.

Was made a lieutenant on the 16th June 1814; and in a few days afterwards appointed to the Rodney 74, Captain Charles Inglis. He subsequently served under Captain Samuel G. Pechell, in the Clorinde frigate. His promotion to the rank of commander took place on the 22d July 1830.

EDWARD PITTS, Esq.

Knight of the Royal Portuguese Military Order of the Tower and Sword.

This officer was made a lieutenant in Mar. 1815, and commander on the 22d July 1830. The insignia of the above order was conferred upon him after King John IV's visit on board the Windsor Castle 74, Captain (now Sir Charles) Dashwood, lying off Lisbon, in May 1824.

WILLIAM RADCLIFFE, Esq.

Served as midshipman at the battle of Algiers, in Aug. 1816; obtained his first commission on the 16th of the following month; and was advanced to the rank of commander July 22d, 1830.

GEORGE AUGUSTUS SAINTHILL, Esq.

Obtained his first commission in Feb. 1819; and subsequently served under Captain Adam M'Kenzie, in the Superb 78, on the Plymouth station. He was made a commander July 22d, 1830; appointed to the Donegal 78, Captain Arthur Fanshawe, Aug. 22d, 1833; and paid off from that ship, on her return from Portugal with the Infante Don Carlos of Spain, his family and suite, passengers, in the summer of 1834.

CHARLES BELL, Esq.

Was made a lieutenant on the 9th Nov. 1821; and commander July 23d, 1830.

FRANCIS HARDING, Esq.

Entered the royal navy in 1812; obtained his first commission on the 30th Mar. 1822; served under Captain G. F. Lyon, in the Griper bark, on a voyage of discovery to Repulse Bay, in 1824*; and succeeded to the command of the Hecla surveying vessel, on the African station, *vice* Thomas Boteler, deceased, in Nov. 1829. He was promoted to the command of the Jaseur sloop, July 23d, 1830; removed into the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station, Sept. 16th, 1831; and paid off from that ship, at Portsmouth, Mar. 26th, 1833.

HON. EDWARD WODEHOUSE, Esq.

A son of Lord Wodehouse, by Charlotte Laura, only daughter and heiress of John Norris, Esq., of Wilton Park, co. Norfolk; and nephew to Vice-Admiral the Hon. Philip Wodehouse. He entered the royal navy in 1815; obtained his first commission on the 24th Feb. 1823; and was promoted to the command of the Ferret sloop, July 23d, 1830.

WILLIAM SYDNEY SMITH, Esq.

Entered the royal navy in 1813; obtained his first commission on the 25th April, 1823; was advanced to his present rank July 23d, 1830; and appointed to the Larne sloop,

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* See Vol. III. Part I. pp. 108—123.

on the North Sea station, Sept. 24th, 1832. The following is taken from the *Naval and Military Gazette*:—

"*Portsmouth, 19th April*, 1833.

"A court-martial assembled yesterday on board H. M. S. Victory, to try Commander W. S. Smith, of the Larne, for having run the said ship on shore, on the 4th inst., and for his conduct on that occasion. It appeared by the evidence, that the Larne, being on a cruise in the narrowest part of the Channel, between Calais and the South Foreland, on the morning of the 4th instant, fell in with and detained a Dutch galliot, from Villa Nova, bound to Rotterdam, and having placed the master and a pilot on board, took her in tow and made all sail for the Downs. The weather was thick and rainy, and at 10-30 the steeple of Calais bore about S. E. by S. four miles, the wind S. S. W., and steering N. W., at half-past 12; the wind drawing rather to the westward, the course was altered to W. N. W., and sails trimmed accordingly, and immediately afterwards the ship struck; the hands were on deck at the time, the guns, except five, were thrown overboard, together with the spars and every thing else on deck, for the purpose of lightening the ship; assistance from the men of war in the Downs was promptly sent, as well as pilot boats and craft from Deal; and after great exertions at the next tide she floated off. It seemed probable that after a long prevalence of easterly winds, a sudden change to the westward might have considerably accelerated the velocity of the eastern current, and thus set the ship unaccountably to leeward; a branch pilot was on deck looking out, but the lead was not going. At two o'clock the case for the prosecution closed; and time being requested by Commander Smith to prepare his defence, the court adjourned to this day at nine o'clock, when Commander Smith entered upon his defence, in support of which he called the look-out men, who were stationed in the usual manner to give warning of the approach to danger; and also Captains Nicholas Lockyer and Henry Eden, who both bore testimony in the strongest terms to the general ability and zeal of Commander Smith in the discharge of his duty during the last winter, while cruising in the North Sea. At ten o'clock the court was cleared, to deliberate on the evidence adduced; at half-past eleven pronounced sentence, finding that the Larne took the ground on the outer side of the Goodwin Sand, in consequence of the course recommended by the pilot having been shaped without sufficient regard to the strength of the current; and that Commander Smith had not attended to the first article of the general printed instructions, page 91, respecting pilotage; but that in consideration of the general vigilance and zeal displayed by him during the late winter's cruise, and the great and effectual exertions used in extricating the ship from the perilous situation in which she was placed, the court adjudged him to be reprimanded, and admonished to be more attentive to the said instructions in future."

The Larne soon afterwards sailed for the West India and Halifax station, where she is at present employed.

ARCHIBALD SINCLAIR, Esq.

Fourth son of the Right Hon. Sir John Sinclair, Bart., of Ulbster, co. Caithness, cashier of the excise in Scotland, LL.D., F.R. and A. S., &c. &c., by his second wife, Diana, youngest daughter of Alexander, first Lord Mac Donald.

This officer was born on the 20th Sept. 1801; entered the royal navy in 1814; and obtained his first commission on the 22d Oct. 1823; previous to which he had acted as lieutenant of the Dauntless 24, Captain George C. Gambier, on her voyage home from the East India station. In April, 1826, he was presented with the honorary medallion of the Royal Humane Society; and, on the 22d July, 1830, advanced to the rank of commander. We lastly find him returning home from the Cape of Good Hope station, in command of the Jaseur sloop, Sept. 29th, 1832.

DURELL DE SAUSMAREZ, Esq.

Entered the royal navy in 1812; obtained his first commission on the 10th May, 1824; was advanced to the command of the Zebra sloop, on the East India station, July 23d, 1830; invalided from that vessel, at New South Wales, in Feb. 1832; and returned home in the Strathfieldsaye whaler.

EDWARD WILLIAM PILKINGTON, Esq.

Entered the naval service in 1817; obtained his first commission on the 29th April, 1826; and was advanced to his present rank Aug. 16th, 1830.

CHARLES BLAIR, Esq.

Was made a lieutenant into the Rochfort 80, flag-ship of Sir Graham Moore, on the Mediterranean station, Mar. 9th, 1822; and subsequently served in the Doris frigate, in South America, where he assisted in saving a French national brig and a Brazilian corvette from destruction, in 1825. He obtained his present rank on the 30th Sept. 1830.

GEORGE WILLIAM MATSON, Esq.

Is the son of a London wine-merchant. He obtained the rank of lieutenant on the 1st Feb. 1815; and subsequently served under Captains Sir Charles T. Jones, George French, and William J. Purchas, in the Harrier, Sophie, and Esk, sloops, on the Halifax, East India, and African stations, from which latter he returned home in command of the Swinger gun-brig. On paying off that vessel, at Portsmouth, July 26th, 1826, her crew presented him with an elegant dress sword, belt, and epaulette, in token of their very great esteem. He was advanced to his present rank on the 22d Nov. 1830.

FRANCIS PRICE BLACKWOOD, Esq.

Second son of the late Vice-Admiral the Hon. Sir Henry Blackwood, Bart., K. C. B., by his third wife, the daughter of Francis Gore, Esq., of Ireland.

This officer entered the royal navy in 1821; obtained his first commission on the 8th Aug. 1828; and was advanced to his present rank Nov. 22d, 1830. He now commands the Hyacinth sloop, in the East Indies, for which station he sailed on the 7th May, 1833. His half brother, Sir Henry Martin Blackwood, Bart., is a captain in the navy.

ALEXANDER MILNE, Esq.

Son of Vice-Admiral Sir David Milne, K. C. B.; was made a lieutenant into the Cadmus sloop, Commander Charles Gordon, on the South American station, Sept. 8th, 1827; and advanced to his present rank Nov. 25th, 1830.

FRANCIS HART, Esq.

Obtained his first commission on the 20th Jan. 1818; and subsequently served under the flag of Lord Colville, in the Semiramis frigate, at Cork. He was made a commander on the 26th Nov. 1830.

JOHN BUNCHE BONNEMAISON M'HARDY, Esq.

Entered the royal navy in May 1812; was made a lieutenant, Aug. 19th, 1824, for his services against pirates on the coast of Cuba; and advanced to his present rank, Dec. 20th, 1830, for his exertions in suppressing the slave trade, but particularly for the capture of a formidable armed slave vessel, the Bolodoro, while in command of the Pickle schooner, on the Jamaica station. On the 8th Mar. 1831, he was appointed an inspecting commander of the coast guard; and, in 1834, on his quitting that service, the lieutenants employed in the district under his superintendence gave him a farewell dinner at Wells, in Norfolk, "in testimony of their esteem for so active and enterprising an officer."

WILLIAM SAVAGE, Esq.

Was made a lieutenant on the 17th Sept. 1806; granted a pension of five shillings per diem for wounds, July 1st, 1815; and advanced to the rank of commander Dec. 31st, 1830.

JOHN GEARY, Esq.

Was wounded while serving as midshipman on board the Monarch 74, Captain (now Sir Richard) Lee, in action with a squadron of French frigates, Sept. 25th, 1806 *. His promotion to the rank of lieutenant took place on the 29th May, 1807. The following is taken from the Naval Chronicle, vol. 24, p. 434:

"On the 9th, 10th, and 12th Nov. 1810, a court-martial was held on Lieut. John Geary, of H. M. schooner Mullet, for not having done his utmost to execute the orders of Sir Robert Calder, in proceeding with the mails to Surinam, Berbice, and Demerara, but returned twice to port. Lieutenant Geary's defence was, that the sickly state of his crew prevented him. The Court sentenced him to be severely reprimanded."

We next find Lieutenant Geary serving under Captain Robert Henderson, in the Tigris frigate, on the Irish station, and at the Leeward Islands. In April 1818, he was appointed first of the Phäeton 46, Captain William Henry Dillon, fitting out for a voyage to the East Indies; and on his return home, in Oct. 1819, he was dismissed from that ship and severely reprimanded, by the sentence of a court-martial, for having concealed two deserters from the band of H. M. 18th regiment, whilst under sailing orders at Portsmouth. He appears to have subsequently commanded an East Indiaman. His advancement to the rank he now holds took place on the 17th Feb. 1831.

JOHN FRASER, Esq.

Passed his examination, at Plymouth, in July 1812; was made a lieutenant into the San Juan, sheer-hulk and receiving ship at Gibraltar, Jan. 1st, 1813; and advanced to his present rank on the 22d Feb. 1831.

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* See Vol. I. Part II. p. 570, *et seq.*

WILLIAM KELLY (*c*), Esq.

Passed his examination, at Portsmouth, in Sept. 1814; obtained the rank of lieutenant, Mar. 8th, 1815; and was made a commander on the 25th April, 1831.

ALGERNON HENRY CHAMPAGN CAPEL, Esq.

Was advanced to his present rank on the 25th May, 1831; and appointed an inspecting commander of the coast guard, June 6th, 1833.

HORATIO THOMAS AUSTIN, Esq.

Entered the royal navy in 1813; obtained his first commission on the 9th Sept. 1822; was appointed to the Chanticleer sloop, Dec. 12th, 1827; and promoted to his present rank May 26th, 1831. His subsequent appointments were, Nov. 27th, 1832, to the Salamander; and, Jan. 30th, 1834, to the Medea (steam-ships); in the former of which he escorted Donna Maria to Portugal, in 1833; and in the latter attended Queen Adelaide to Holland, in July 1834. Since then he has visited all the ports on the north coast of Spain, from Bilboa to Coruña.

WILLIAM SHEPHEARD, Esq.

Entered the royal navy, Jan. 14th, 1804, as midshipman on board the Temeraire 98, Captain (afterwards Sir Eliab) Harvey, under whom he bore a part at the ever-memorable battle of Trafalgar, on which occasion his conduct was thus noticed by that distinguished officer, in a private letter, dated Nov. 9th, 1805:—

"This is the first opportunity I have had of sending you any informa-

tion respecting Shepheard, since our fight on the 21st October; he behaved with great courage, and has been admired by us all.

(Signed) "E. Harvey."

On the 1st Dec. 1806, Mr. Shepheard joined the Tonnant 80, Captain Thomas Brown, in which ship he served until July 16th, 1807. We next find him in the Amelia frigate, Captain the Hon. F. P. Irby, from Mar. 17th, 1808, until Mar. 9th, 1809; when he rejoined the Tonnant, and continued in her, under Captains Brown and Anthony T. Abdy, upwards of six months.

On the 28th Sept. 1809, he was again received on board the Amelia; and on the 6th April, 1813, he obtained the following testimonial from his gallant commander:—

"This is to certify, that during the time Mr. W. Shepheard served on board H. M. ship under my command, he ever conducted himself much to my satisfaction, and I consider him to be a very promising young officer: he was particularly active * during the action with the French frigate Aréthuse †; and subsequently, when the whole of the lieutenants were killed, it made his attentions the more valuable; and I was only prevented from appointing him to act as lieutenant, from his age not corresponding with the regulation on that head, and there being an officer on board, invalided for change of climate.

(Signed) "F. Paul Irby, Captain."

On the 22d May 1813, Mr. Shepheard was removed into the Rivoli 74, Captain (now Sir Graham E.) Hamond, where he continued until Oct. 5th following. On the day afterwards, he passed his examination, and from that time remained at home with his friends until promoted to the rank of lieutenant, Feb. 24th, 1815.

On the 21st Nov. 1816, Mr. Shepheard received an appointment to the Phäeton frigate, then at St. Helena, but was prevented from going out to join that ship, by an Admiralty order, stating that she was on her voyage home. His subsequent appointments were, Jan. 5th, 1818, to the Spartan frigate, Captain W. F. Wise; and April 29, 1828, to be first of the Samarang 28, Captain W. F. Martin. The following are copies of testimonials from those officers:—

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* As master's-mate. † See Vol. II. Part I. p. 492 *et seq.*

These are to certify, that Lieutenant William Shepheard served on board H. M. ship Spartan, under my command, from Jan. 13th, 1818, to Jan. 31st, 1821, during the whole of which time his conduct was such as to merit my warmest approbation: his unwearied zeal for the service was only equalled by his abilities as an officer and a seaman; and I can safely say, that in all these essential points, I never met his superior, or one who is more calculated to be a credit to that service to which he is so warmly attached.

(Signed) "W. F. Wise."

"*H. M. S. Samarang, 8th April,* 1831.

"This is to certify, that Mr. W. Shepheard served as first lieutenant of H. M. S. Samarang for three years, under my command; and I feel in justice bound to bear testimony to the admirable manner in which he has discharged every part of his duty; no service is too difficult and irksome, or too trifling, to secure his ready and cordial assistance in its execution; and the ability and seamanlike manner in which he carries it into effect, is equalled only by his indefatigable zeal. I have often had occasion to notice the great temper and judgment he shews in those important parts of a first lieutenant's duty, connected with the treatment and management of the ship's company. I can truly assert, that in Mr. Shepheard is united, with the strictest propriety of conduct, the most intimate acquaintance with all parts of his duty, and the greatest devotion to the service.

(Signed) "W. F. Martin, Captain."

A few days previous to the date of this latter certificate, the captain of the Donegal 78, wrote to Lieutenant Shepheard as follows:

"Dear Sir,—As I find the Samarang is to be immediately paid off, I lose no time in mentioning to you, that the senior lieutenancy of this ship is vacant, and it would give me pleasure to see it filled by an officer of your high character and qualifications.

(Signed) "John Dick."

About the same time, Lieutenant Shepheard received similar invitations from other captains; "but," said he, when addressing Sir James Graham, "your memorialist owes it to himself to decline those offers, and to throw himself upon your equitable administration of the patronage of the First Lord of the Admiralty, in the confident hope that you will be pleased to give him such employment as will hold out a fair prospect of his advancement to the rank of commander."

The Samarang was paid off on the 1st June, 1831; and two days afterwards her late first lieutenant obtained his well merited promotion. On the 30th Sept. following, he was appointed to the Melville 74, fitting out for the flag of Sir John Gore, who, without any recommendation on the part of friends, or personal solicitation, selected him to serve as commander on board that ship, having formed the most favorable opinion of his conduct while serving in the Samarang.

Commander Shepheard invalided from the Melville, on the East India station, in June 1833.

FREDERICK ROGERS, Esq.

Was made a lieutenant in Mar. 1815, and commander on the 3d June 1831.

HENRY WEST, Esq.

Second son of the late Rev. Edward Matthew West, rector of Clifton-Mabank, and vicar of Bradford-Abbas and Haydon, co. Dorset, by Anne, daughter of the late Rev. Edward Cotes, vicar of Sherborne and Caundle-Bishop's, both in Dorsetshire, and many years chaplain to his great-uncle, William, Lord Digby.

This officer entered the royal navy in May 1801, as midshipman on board the Resistance 38, Captain (now Sir Henry) Digby, destined to North America; and continued in that ship, under Captain (now Vice-Admiral) the Hon. Philip Wodehouse, until she was wrecked near Cape St. Vincent, on her way to the Mediterranean, May 31st, 1803 *. He subsequently served, for about four years, in the Victory, first rate, flag-ship of the immortal Nelson; Termagant sloop, Amphion 32, Africa 64, and Lavinia 38.

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* See Vol. I. Part II. p. 763; and Vol. IV. Part I. p. 38.

The Amphion, Captain Samuel Sutton, formed part of the squadron under Captain (now Sir Graham) Moore, at the capture of three Spanish frigates, laden with treasure, and the destruction of their consort, la Mercedes, off Cape St. Mary, Oct. 5th, 1804*. In the following year she accompanied Lord Nelson to the West Indies, in pursuit of the combined fleets of France and Spain †. The Africa, Captain Henry Digby, bore a part at the ever-memorable battle of Trafalgar, on which occasion Mr. West, then master's-mate, had charge of the signal department, and was severely wounded.

In 1807, while in charge of a prize taken by the Lavinia, Captain Lord William Stuart, the subject of this sketch had the misfortune to be captured by a Spanish corvette, off Ushant; and he appears to have remained a prisoner, at Bilboa and St. Sebastian, until the French took possession of the latter city, on the abdication of Charles IV., when he made his escape to St. Andero, and was sent home by the British Consul-General with despatches from the Junta of Oviedo to Mr. Canning, then Secretary of State for Foreign Affairs, by whom we find him afterwards employed on a mission to Coruña. His first commission, appointing him lieutenant of the Merope sloop, bears date Aug. 16th, 1808.

In the course of the same year, Mr. West rejoined the Lavinia, of which frigate he was third lieutenant at the reduction of Walcheren, in Aug. 1809. He subsequently served in the same ship, under Captain George Digby, on the Mediterranean station. His next appointment was, April 24th, 1813, to be first of the Jaseur sloop, Captain George Edward Watts, then recently launched, and destined to North America.

The Jaseur's first cruise was off the Delaware, where she captured several of the enemy's vessels. Judging it expedient to land his prisoners, Captain Watts sent an officer with a flag of truce, for this purpose. The prescribed period

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* See Vol. I. Part II. p. 536.

† See *id.* p. 590.

for his return having long elapsed, it was apprehended some accident had befallen him, to ascertain which, Lieutenant West was despatched (Nov. 26th, 1813) with a second flag to Lewes, a town within the entrance of the above river. The treatment he met with on landing, was of so ungenerous and unmanly a nature as to reflect disgrace upon the American name. He was surrounded, bullied, and insulted; while all his boat's crew, excepting one man, were enticed from their allegiance, and induced to desert. With the assistance of that man only, he pushed off when nearly dark, and notwithstanding a tempestuous night and heavy sea, succeeded in reaching his ship, at a distance of six or seven leagues, bringing with him an illiterate and impudent letter from the Yankee commandant, commenting upon the informality of the flag of truce, and interdicting any further intercourse of a similar nature. A debilitating fever was the consequence of this great exertion of body and mind, from the effects of which it was many years before Lieutenant West recovered.

We next find the Jaseur employed in the Chesapeake, where her first lieutenant, in a boat containing only six men besides himself, captured and brought out from under a battery, the American privateer Grecian, mounting four carriage guns and five swivels, with a complement of twenty-seven men. For this service, by which a fine schooner, pierced for twenty guns, was added to the British navy, Mr. West received a letter of thanks from Vice-Admiral Sir Alexander I. Cochrane. He afterwards assisted at the capture of the towns of Benedict and Marlborough, on the banks of the Patuxent*; and during his stay in the waters of the Chesapeake, above thirty vessels of different descriptions were taken and destroyed by boats under his command.

In Oct. 1814, Lieutenant West, then acting commander of the Jaseur, was charged with despatches and ordered by Rear-Admiral Griffith to convoy some transports from Hali-

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* See Vol. II. Part II. p. 728, *et seq.*

fax and Shelburne to Castine. He returned home, under the command of the late Captain Nagle Lock, in 1816. Letters of which the following are copies were subsequently addressed to him :—

"15, *Surrey Street, Strand, 8th Aug.* 1816.

"My dear Sir,—In reply to your letter, requesting my opinion of your professional conduct and character, during the period you served as first lieutenant of the Jaseur, under my command; I beg to assure you, that the only fear I entertain is, that my pen will barely do justice to its office; when I say that, if zeal and ability as an officer constituted a fair claim to consideration, you ought not to have been overlooked in the list of candidates for promotion, it would be saying what might with truth be said of hundreds in the same profession; but when I add, that to your zeal and ability you unite the qualities of bravery, and in private life those requisites which decidedly mark the gentleman, I sum up a grand total not commonly to be met with in one individual.

"The courage and conduct you evinced when you so gallantly boarded and captured the Grecian, in a boat containing only six men besides yourself, is at once a fact which speaks for itself, and supersedes almost the necessity of eulogium.

"It has rarely fallen to my lot to perform so gratifying a task as thus to bear testimony to the merits of one who ever occupied a high place in my good opinion; and admitting the past to be a guarantee for the future, I run no hazard in asserting that in whatever situation of professional service you may be placed, you will do credit to your employers. I remain, my dear Sir, with real esteem, most faithfully yours,

(Signed) "G. E. Watts."

"*Carlsruhe, 26th Jan.* 1831.

"Sir,—In reply to your letter of the 31st Dec., I regret to say that, from the want of official documents, I am unable to comply with your request. I perfectly recollect that the event you mention took place, but from the distance of time I am unable to speak to particulars. The letter you received from Captain Watts, dated 8th Aug. 1816, is so much in your favor, that I should consider it as fully sufficient to lay before the Admiralty; and as Sir Thomas Hardy is now a member of that Board, he may possibly recollect your very gallant conduct in capturing the privateer with so inadequate a force. I sincerely wish you every possible success, and have only to regret that your applications to the late Admiralty were not attended with that success which your conduct merited. I remain, Sir, &c. (Signed) "Alex. Inglis Cochrane."

In Feb. 1831, Lieutenant West was appointed first of the Windsor Castle 76, Captain the Hon. D. P. Bouverie, then

at Cork, destined to the Tagus. In June following, he was paid off from that ship; and on the 25th of the same month promoted to the rank of commander.

This officer married, first, in 1822, his cousin, the only surviving daughter of the Rev. Henry Cotes, vicar of Bedlington, co. Durham; and secondly, April 29th, 1828, Frances Anne Hussey, youngest daughter of the late Samuel Huthwaite, Esq., of Hartley Lodge, co. Northumberland.

WILLIAM RAMSAY, Esq.

Was made lieutenant into the Brazen 26, Captain William Shepheard, on the St. Helena station, Sept. 8th, 1821; and appointed first of the Atholl 28, Captain Alexander Gordon, fitting out for the coast of Africa, May 13th, 1829. The following is an account of a gallant action which led to his further promotion:—

"On the 22d April, 1831, the Black Joke brig, tender to the Dryad frigate, Commodore Hayes, C. B., anchored at Fernando Po, where her commander, Lieutenant William Ramsay, learned from Mr. Mather, commanding one of the colonial vessels, that he had just left, in the Old Calabar river, a large armed Spanish slave-brig, supposed to be almost ready for sea: he described her as the finest slaver that had been on the coast for some years, carrying one pivot and four broadside guns, with a crew of about seventy picked men, some of whom were reported to be English. The vessel appeared by her movements to be in complete man-of-war order, but as no one was permitted to go on board, her interior arrangements could not be exactly ascertained. Mr. Mather had dined on shore several times in company with her officers, and he stated, that in course of conversation, they made no secret of their intention of fighting if necessary, and even laughed at the idea of being taken by the Black Joke, with whose force * they were well acquainted; and as for the two gun-brigs that were on the station, they were totally out of the question, on account of their bad sailing.

"The Black Joke immediately proceeded to the Old Calabar, and commenced a strict blockade, anchoring every night at the entrance of

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* One pivot long 18-pounder and one carronade of the same calibre, with a complement of forty-four officers and men.

the river, weighing before day-light, and running out with the land breeze far enough not to be seen from the shore. This plan was practised until the 25th, when about 11 A. M., a large brig was seen from the mast-head, under all sail, standing out of the river. The Black Joke's top-sails were immediately lowered, by which means the stranger was within sight from the deck before he made out who his intended antagonist was. He then altered his course so as to cross the tender's bow, and pass between Fernando Po and the main. All sail was now made in chase, and every requisite preparation for a severe contest; in doing which a spirit was evinced, both by the officers and men, that left no doubt as to the result, whatever might he the stranger's superiority of force. The slaver sailed so well, that it was 9 P. M. before the Black Joke could get within range of her; indeed, if she had not got becalmed under the lee of Fernando Po, it is very doubtful whether she would not have made her escape. A shot, however, was now fired a-head of her, as a signal to bring to, which she immediately returned by three of her broadside guns, and the wind fell so light that both vessels had recourse to their sweeps, making in this way a running fight, until about 1-30 A. M. on the 26th. The Black Joke was then so near, that it became evident a close action must ensue; upon which the Spaniard hauled up his courses, and with his sweeps so managed his vessel as to keep up a determined fire, almost every shot telling upon the spars, rigging, and sails of the tender. Lieutenant Ramsay, in consideration of the superior number of guns of his adversary, as well as to spare, if possible, the lives of the wretched slaves, resolved upon boarding without delay; fortunately a light air favored his intentions, and the helm was put a-starboard. Meanwhile the men were ordered to lie down, to be sheltered from the enemy's fire. Two steady men were to be ready to lash the vessels together; the two guns were loaded with grape, and their captains were ordered to fire directly the word "board" was given. All being prepared, the Black Joke ran alongside the Spaniard—the order to board was given—the guns were fired—and Lieutenant Ramsay, with Mr. Charles John Bosanquet, the mate, and about ten men, leaped on board; but from the force with which the two vessels met, they unluckily separated again before the rest of the boarders could follow. Mr. Hinde, however, a midshipman not fifteen years of age, the only officer left on board, with extraordinary presence of mind, ordered all hands to the starboard sweeps, pulled alongside, got the vessels lashed, and then boarded, leaving only one or two wounded men behind. With this reinforcement, the combat was soon decided—those who continued to resist were quickly cut down; the rest ran below and begged for quarter.

"The prize proved to be the Spanish brig Marinerito, of 303 tons, one of the most beautiful vessels ever seen afloat, mounting five 18-pounders, with a complement of seventy-seven officers and men, of whom

fifteen were killed or drowned, four desperately wounded, and several others severely and slightly. She had on board 496 slaves, of whom, horrible to say, owing to the necessity of confining them below during the action, and perhaps aided by terror, 26 were found dead, although the hatches were opened the instant that complete possession had been obtained. Of the remainder of the slaves, 107 were in such a state, from want of air during their confinement below, that it was thought advisable to land them at Fernando Po, as the only chance of saving their lives, and of these about sixty died: the rest were ultimately put on shore at Sierra Leone. The Black Joke had only one man killed, and Lieutenant Ramsay, Mr. Bosanquet, and five men wounded, the former officer severely."

We must not dismiss this spirited and successful action without noticing the alacrity with which Commodore Hayes testified his approbation of the service; and we are gratified to add, that the strong recommendations which he made upon the subject, procured the promotion of Lieutenant Ramsay, Mr. Bosanquet, and Mr. Richard Douglas (assistant-surgeon), on the 15th Aug. following.

Commander Ramsay is at present employed in the Dee steam-ship, to which he was appointed May 28th, 1834.

CORNWALLIS RICKETTS, Esq.

Eldest son of Rear-Admiral Sir Tristram R. Ricketts, Bart., by Rebecca, daughter of Richard Gumbleton, Esq., of Castle Richard in the county of Waterford, and co-heiress to her brother, Edmund Gumbleton, Esq.

Mr. Cornwallis Ricketts was born on the 27th Feb. 1803. He passed his examination in Oct. 1822; was made a lieutenant on the 20th Mar. 1823; obtained the rank of commander Aug. 18th, 1831; and married, May 31st, 1834, Henrietta, youngest daughter of Colonel Tempest, of Tong Hall, in Yorkshire.

WILLIAM LANGFORD CASTLE, Esq.

Entered the royal navy in May 1813; obtained his first commission on the 25th Aug. 1824; and was advanced to his present rank Oct. 20th, 1831; previous to which he had acted as commander of the Medina 20, on the African station. He was appointed to the command of the Salamander steam-ship, Feb. 15th, 1834.

JOHN HUDSON (*b*), Esq.

Was made a lieutenant, Aug. 26th, 1822, into the Bann 20, Captain Charles Phillips, on the African station, from whence he came home invalided, May 21st, 1823, as passenger on board the Thistle gun-brig. He was advanced to his present rank Dec. 5th, 1831; and appointed an inspecting commander of the coast guard, June 6th, 1833.

This officer married, April 12th, 1832, Emily, only daughter of the Rev. Patrick Keith, rector of Ruckinge and Stalisfield, both in the county of Kent.

HOWARD LEWIS PARRY, Esq.

Passed his examination, at Portsmouth, in June 1814; obtained his first commission on the 10th Mar. 1815; and was advanced to his present rank, Feb. 10th, 1832, "for gallant conduct and severe wounds received in the coast guard service."

This officer has a pension of five shillings per diem for his wounds. In 1834, King Louis Phillipe sent him a gold medal, for his exertions in saving the crew of a French fishing vessel, wrecked off Rye in 1831.

WILLIAM AUGUSTUS THOMSON, Esq.

We first find spoken of in an official letter from the present Earl of Dundonald, addressed to Vice-Admiral (now Sir Edward) Thornbrough, of which the following is an extract:

"*H. M. S. Pallas, 8th April,* 1806.

"Sir,—Having received information, which proves correct, of the situation of two corvettes in the river of Bourdeaux, a little after dark, on the evening of the 5th, the Pallas was anchored close to the shoal of Cordovan, and it gives me satisfaction to relate that, about 3 A. M., the national corvette la Tapageuse, of fourteen long 12-pounders and ninety-five men, which had the guard, was boarded, carried, and cut out, about twenty miles above the shoals, between two heavy batteries, in spite of all resistance, by the first lieutenant (Haswell), Mr. Sutherland (the master), and Messrs. Perkyns, Crawford, and Thomson, together with the quarter-masters, and such of the seamen and marines as were fortunate enough to find place in the boats.

"The tide of flood ran strong at day-light; le Tapageuse made sail; a general alarm was given; a sloop of war followed, and an action commenced, which was continued, often within hail, till, by the same bravery by which la Tapageuse had been carried, the sloop of war, after about an hour's firing, was compelled to sheer off, having suffered as much in the hull as la Tapageuse in the rigging.

"The conduct of the officers and men employed will be justly appreciated. With confidence I shall now beg leave to recommend them to the notice of the Lords Commissioners of the Admiralty. * * * *

(Signed) "Cochrane."

In the performance of this brilliant exploit, three men were badly wounded, but not one of the assailants was slain. Other dashing services in which Mr. Thomson participated are recorded in Vol. IV. Part I. p. 157, *et seq.* He was made a lieutenant on the 20th Oct. 1806; and advanced to the rank of commander, Feb. 15th, 1832.

EDWARD HARRIS BUTTERFIELD, Esq.

Second son of Captain William Butterfield, R. N., by his present wife, Elizabeth, eldest daughter of the late C. Harris,

Esq., Deputy Auditor of the Impress, at the Royal Hospital, Chelsea.

This officer was born and educated at Chelsea. He entered the royal navy about Mar. 1821, as midshipman on board the Glasgow 50, Captain (now Sir Bentinck C.) Doyle, which ship was successively employed in conveying the remains of the late Queen Caroline from Harwich to Cuxhaven; Sir Edward Paget from Portsmouth to the East Indies; and the late Marquis of Hastings from Bengal to Gibraltar.

Mr. E. H. Butterfield obtained his first commission on the 5th Jan. 1830; and highly distinguished himself, as senior lieutenant of the Primrose sloop, Commander William Broughton, in boarding and carrying the Spanish ship Velo Passagero, from Wydah bound to Havannah, mounting 20 guns, with a crew consisting of about 155 men, and having on board 555 slaves. The particulars of this gallant affair will be given in our memoir of Captain W. Broughton *.

Lieutenant Butterfield's next appointment was, April 16th, 1831, to the command of the Brisk, a brig peculiarly armed for the suppression of slavery. On the 7th Mar. 1832, being then only just eligible for promotion, a commission was signed by the Admiralty, advancing him to the rank of commander. He returned home from the African station, passenger on board the Southampton 52, flag-ship of Sir Edward W. C. R. Owen, Oct. 11th, 1832.

EDWARD STANLEY, Esq.

Was wounded at the battle of Algiers, while serving as midshipman on board Lord Exmouth's flag-ship, the Queen Charlotte, 120. He was made a lieutenant on the 31st Jan. 1824; advanced to the rank of commander. Mar. 31st, 1832; appointed to the Dee steam-ship, Nov. 9th, 1833; and removed to the Wolf sloop, fitting out for the East India

* See Addenda to Captains ☞

station, May 27th, 1834. He sailed from Plymouth, Oct. 2d, following.

WILLIAM NEAME, Esq.

Was slightly wounded at the battle of St. Domingo, Feb. 6th, 1806, while serving as midshipman on board the Spencer 74, Captain the Hon. (now Sir) Robert Stopford. He obtained his first commission on the 28th June, 1808; and, as senior lieutenant of the Scout sloop, Captain A. R. Sharpe, received a severe wound in action with two French store-ships, an armed transport, a battery, and a martello tower, in the bay of Sagone, Corsica, the whole of which were destroyed, May 1st, 1811 *.

Lieutenant Neame continued in the Scout, latterly under the command of Captain J. A. Murray, until the end of the war; and subsequently rejoined Captain Sharpe, in the Hyacinth 24. He was one of the first officers appointed by the Treasury to the preventive service, in which and the coast guard he continued, we believe, from 1816 until promoted to his present rank, April 4th, 1832. He was appointed inspecting commander of the coast guard in the district of Bray, Ireland, Mar. 18th, 1834; and has lately been removed to the Dublin district, with orders for him to discharge the duties of Assistant-Inspector-General, which office has been abolished since the demise of Commander Jonathan Christian †.

GEORGE DOBSON, Esq.

Was made a lieutenant in Jan. 1824, and commander on the 9th May 1832.

* See Vol. II Part II. p. 724, *et seq.*

† The Inspector-General of the Coast Guard in Ireland was a midshipman of the Hyacinth when Commander Neame was first lieutenant of that ship, and never served afloat as a commissioned officer.

WILLIAM BARROW, Esq.

Son of John Barrow, Esq. second secretary of the Admiralty, LL. D. and F. R. S.

This officer was made lieutenant into the Blonde frigate, Captain Edmund Lyons, on the Mediterranean station, Oct. 28th, 1829. The following is an extract of a letter from a gentleman belonging to that ship, dated Constantinople, Jan. 25th, 1830:

"On Friday last, the Blonde was honored with the company at dinner of the Capitan Bey, second in command of the Turkish navy, Reale Bey, a rear-admiral, and Leman Reis Bey, the naval commissioner, with Captain Kelly, an Englishman, the commander of the steam navigation; but unfortunately the harmony of the evening was suddenly interrupted by the breaking out of a fire on the Galata side of Constantinople, which soon assumed a most alarming appearance. The flames spread like wild-fire; and having taken a direction in the line of the custom-house, it was deemed advisable, as well for the safety of the town as that of the shipping, to send a large force from the Blonde, to assist in arresting the progress of that destructive element. Consequently Lieutenant Barrow, Mr. Turton, the master, Lieutenant Hayes of the marines, and one hundred seamen, with a division of marines, landed, and their prompt conduct excited great admiration. Finding they could make little progress in arresting the fury of the flames by the engines, they turned to and tore down, by main force, a range of houses which lay betwixt the custom-house and the direction which the fire had taken; and thus, by sacrificing eight or ten houses, they saved the extensive towns of Tophana, Galata, and Pera, perhaps the Turkish navy, and the thousands of merchant ships of all nations that are lying along the Galata and Pera wharfs; for had the fire once reached the custom-house, where there are numerous stores of combustible materials, it would have been impossible to prevent its communicating to the merchant shipping; and these breaking loose, would soon have drifted amongst the Turkish ships of war, and thus have fired the dock-yard, the city of Constantinople, and perhaps the Seraglio: owing, however, to the exertions of our people, the fire was got under by eleven o'clock at night. About forty houses have been consumed. It is but right to observe that the Capitan Bey took an active part in extinguishing the flames, and seemed to vie with our officers in braving the fury of the element. Captain Kelly was also very conspicuous on this occasion, and rendered himself particularly useful in assisting our people to tumble down the houses. For this very important service, the ship's company of the Blonde has had the honor of

receiving the unqualified thanks of the Turks, as well as the Franks of this place. The French Ambassador's lady, Countess Guilleminot, in speaking of it, compares the English sailors to Angels, and their actions to every thing bordering on the miraculous."

Lieutenant Barrow was advanced to the rank of commander May 9th, 1832; and appointed to the Rose sloop, fitting out for the East India station, June 2d, 1834. He sailed from Portsmouth on the 17th Aug. following.

WILLIAM CHESELDEN BROWN, Esq.

Was shipwrecked in the Carron sloop, Captain John Furneaux, on the coast of Orissa, Bay of Bengal, July 6th, 1820; on which occasion two officers and about twenty men were drowned. The remainder of the officers and crew, after providentially gaining the shore, through a tremendous surf, had to traverse, in a scorching heat (the thermometer being near 120°), with no food, and scarcely any clothing, a thick jungle of 150 miles, to the nearest Hindoo village, whence they were forwarded, on camels, to the nearest Residency.

Mr. Brown obtained his first commission on the 9th Oct. 1827; was appointed flag-lieutenant to Sir John Gore, on the 26th Nov. 1831; and promoted into a death vacancy on the East India station, June 13th, 1832. The sloop which he was then appointed to command having previously sailed for England, he returned home passenger on board the Zebra 18, acting Commander Lord Frederick C. P. Beauclerk; arrived in the spring of 1833; and has since remained on half-pay.

WILLIAM DAWSON (*a*), Esq.

Received his first commission, dated Dec. 14th, 1821, while serving as midshipman of the Royal George yacht. He was promoted to his present rank on the 6th July, 1832.

JAMES CAULFIELD, Esq.

Nephew to the late Captain Thomas Gordon Caulfield, R. N.

This officer served as midshipman under Captain the Hon. Henry Duncan, in the Imperieuse and Glasgow frigates, on the Mediterranean and Channel stations. He was made lieutenant into the Leander 60, flag-ship of the late Hon. Sir Henry Blackwood, on the East India station, Feb. 5th, 1821; advanced to his present rank on the 27th Aug. 1832; and appointed an inspecting commander of the coast guard in 1834.

WILLIAM WARREN, Esq.

Entered the royal navy in Mar. 1809; obtained his first commission on the 9th Feb. 1825; and was promoted to his present rank, Aug. 31st, 1832, for "capturing three slave-vessels, (two of them well armed), and other services in the West Indies," while commanding the Speedwell schooner.

ROGER CARLEY CURRY, Esq.

Was made a lieutenant on the 17th Jan. 1810; and appointed to the Contest sloop, Captain James Rattray, Dec. 18th, 1812. He was wounded while gallantly commanding the boats of that vessel and the Mohawk sloop, at the capture and partial destruction of the American national schooner Asp, mounting one long 18-pounder and two carronades of the same calibre, with a complement of twenty-five men, in Yeocomio river, where she was lying close to the shore, protected by a large body of militia. In this affair, the boats had two men killed and five wounded; the Asp, her commander (a lieutenant in the United States' navy) and nine men killed and wounded.

We next find Lieutenant Curry appointed, Jan. 3d, 1820,

first of the Egeria 24, Captain John Toup Nicolas, fitting out for the Newfoundland station; from whence he returned home commander of the Pelter gun-brig. He obtained his present rank on the 21st Sept. 1832; and was appointed an inspecting commander on the 18th Mar. 1834.

THOMAS SPARKE THOMPSON, Esq.

Was made a lieutenant in Oct. 1824; and promoted to his present rank Oct. 4th, 1832, on the reduction of the Royal Charlotte Dublin yacht.

JOHN JAMES ALLEN, Esq.

Eldest son of John Lee Allen, Esq., of Errol Park, N. B. This officer was made a lieutenant on the 5th April, 1827; and commander in Oct. 1832. He married, Aug. 28th, in the same year, Lady Henrietta Dundas Duncan, eldest daughter of the Earl of Camperdown.

JAMES BECKFORD LEWIS HAY, Esq.

Entered the royal navy in 1810; passed his examination, at Sheerness, in Feb. 1816; and was made a lieutenant into the Tees 26, Captain George Rennie, at St. Helena, April 10th, 1819. His subsequent appointments were, Aug. 1st, 1821, to the Ramillies 74, Captain (now Sir Edward) Brace, stationed at Portsmouth;—Nov. 26th, 1822, to the Gloucester 74, bearing the broad pendant of Commodore (now Rear-Admiral) Sir Edward W. C. R. Owen, with whom he proceeded to the West Indies;—and Dec. 8th, 1828, to be flag-lieutenant to the same officer, in the Southampton 52, on the East India station. He was made commander into that ship, Oct. 14th, 1832; and paid off from her, at Chatham, Jan. 21st, 1833.

CHARLES BURNET, Esq.

Was made a lieutenant in Nov. 1821; and commander on the 4th Dec. 1832.

JOHN WHEATLEY, Esq.

Was made a lieutenant on the 9th Jan. 1823, in consequence of the death of Admiral Sir George Campbell, commander-in-chief at Portsmouth. He obtained his present rank on the 5th Dec. 1832.

THOMAS GREGORY, Esq.

Was made a lieutenant on the 20th July, 1810; and subsequently served under Captains Daniel Barber, John Hancock, Matthew Smith, and the Hon. Fleetwood B. R. Pellew, in the Dauntless sloop, and Nymphen and Revolutionnaire frigates. He obtained his present rank on the 7th Jan. 1833.

HON. HENRY KEPPEL.

Fourth son of the Earl of Albemarle, by his first countess, Elizabeth, fourth daughter of Edward Lord De Clifford.

This officer was made a lieutenant in Jan. 1829; advanced to the rank of commander on the 30th Jan. 1833; and appointed to the Childers sloop, fitting out for the Mediterranean station, May 16th, 1834. He sailed from Portsmouth on the 27th July following.

JOHN TALBOT WARREN, Esq.

Entered the royal navy in Jan. 1806; and served for nearly four years as midshipman, under Captain Samuel Jackson, in the Mosquito sloop, and Superb 74, on the Downs, Baltic, Channel, and North Sea stations. The Mos-

quito, after being several times engaged with the Boulogne and Calais flotillas, was attached to the Copenhagen expedition. In the Superb, bearing the flag of the late Sir Richard G. Keats, Mr. Warren witnessed the rescue of the Spanish army under De la Romana, Aug. 11th, 1808 *; and was present at the reduction of Walcheren, in Aug. 1809. He subsequently joined the Desirée frigate, Captain (now Sir Arthur) Farquhar, employed in blockading the Texel; on which station he assisted in cutting out a French lugger of twelve guns and forty-two men, a schuyt privateer of four guns, a Dutch gun-vessel, and a small row boat; likewise in destroying a French lugger of six guns, May 29th, 1810 †.

On the 10th Mar. 1811, the Desirée captured the French cutter privateer Velocifere, of fourteen guns and fifty-seven men; and on the 12th Dec. following, her boats, in one of which Mr. Warren was then serving, boarded and carried le Brave, of fourteen guns and sixty men, near the island of Schelling ‡. Between this period and the end of 1812, they appear to have taken and destroyed several other armed vessels.

In 1813, we find Mr. Warren accompanying Captain Jackson, in the Lacedemonian frigate, to North America, where he assisted at the capture and destruction of seventy-five vessels, and property valued at more than half a million sterling §. Since the peace he has served in the Diamond frigate, Ganges 84, Victory 104, and Winchester 52. He obtained his first commission on the 17th Feb. 1815; and was made a commander (after twice acting as such in the West Indies) Mar. 1st, 1833.

CHARLES PARKER (*c*), Esq.

Son of the late Admiral Sir Hyde Parker, Knt., by his second wife, Frances, youngest daughter of Admiral Sir

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* See Vol. I. Part I. p. 347.
† See Vol. IV. Part I. p. 149. ‡ See *id. ib.*
§ See Suppl. Part I. p. 278.

Richard Onslow, G. C. B., Lieutenant-General of the Royal Marines.

This officer entered the royal navy in 1812; and was made lieutenant into the Iphigenia frigate, commanded by his half-brother, Captain Hyde Parker, Jan. 20th, 1820 *. He subsequently served under Captains George Tyler and Edward Curzon, in the Fly sloop, on the Leith station; and was promoted, Sept. 8th, 1829, from the Barham 50, flag-ship of the Hon. Charles E. Fleeming, at Jamaica, to the command of the Slaney sloop; which vessel he put out of commission on the 29th Jan. 1831.

WILLIAM MOLYNEUX, Esq.

Was made lieutenant into the Falmouth 20, Captain Edward Purcell, on the West India station, Feb. 21st, 1822; appointed flag-lieutenant to Vice-Admiral the Hon. C. E. Fleeming, at Jamaica, Mar. 23d, 1829; and ordered to act as commander of the Fairy sloop, Mar. 10th, 1830. He returned home in that vessel on the 16th June 1830; but was not advanced to his present rank until Mar. 12th, 1833.

THOMAS BAKER, Esq.

Obtained his first commission on the 20th Sept. 1815; served as flag-lieutenant to his father, Rear-Admiral Sir Thomas Baker, K. C. B., on the South American station; and was made a commander on his return from thence, Mar. 29th, 1833.

THOMAS ROSS, Esq.

Was made a lieutenant on the 20th Mar. 1822; and advanced to his present rank, "for exertions in the coast guard service" (of which he is now an inspecting commander), April 19th, 1833.

* See Suppl. Part I. p. 262.

MATTHEW FOOT, Esq.

Obtained his first commission on the 2d Feb. 1826; and served as flag-lieutenant to Admiral Sir Manley Dixon, commander-in-chief at Plymouth, from May 1830, until advanced to his present rank, May 5th, 1833.

HON. EDWARD HOWARD.

Fourth son of the Earl of Carlisle, by Lady Georgiana, eldest daughter of William, fifth Duke of Devonshire.

This officer was born on the 23d Dec. 1809; made a lieutenant in Sept. 1829; appointed to the Pelican sloop, Commander Joseph Gape, fitting out for the Mediterranean station, April 15th, 1830; and promoted from that vessel to his present rank June 6th, 1833.

THOMAS GREENE, Esq.

Was made a lieutenant in June 1823, and commander on the 2d July 1833.

JOHN WASHINGTON, Esq.

Obtained his first commission in the beginning of Jan. 1821; and served as flag-lieutenant to Vice-Admiral Sir John P. Beresford, in the River Medway, from Aug. 1830 until advanced to the rank of commander, Aug. 14th, 1833.

This officer married, Sept. 3d, 1833, Eleonora, youngest daughter of the Rev. H. Askew, rector of Greystoke, co. Cumberland.

FREDERICK WILLIAM LAPIDGE, Esq.

We first find this officer serving as mate on board the Imperieuse frigate, Captain the Hon. Henry Duncan, by whom he was ordered to act as master of that ship, Dec.

27th, 1811; as lieutenant of the same, April 24th, 1813; and as lieutenant of the Swallow sloop, Sept. 9th, 1813. He obtained his first commission on the 9th April, 1814; and subsequently served in the Tay and Raleigh sloops. We next find him appointed, June 27th, 1822, to the Superb 78, Captain Adam M'Kenzie, stationed as a guard-ship at Plymouth. He commanded the Leveret brig, employed on various services, from Dec. 1831 until advanced to his present rank, Oct. 2d, 1833; and is now commander of the Ringdove sloop, on the Plymouth station.

This officer married, in 1817, a sister of Captain William Elliot, R. N., C. B.

HON. EDWARD ALFRED JOHN HARRIS.

Second son of the Earl of Malmesbury, by Harriet Susan, daughter of Francis Dashwood, Esq., of West Vale, co. Lincoln. He was born on the 20th May, 1807; made a lieutenant in Feb. 1828; appointed to the Stag frigate, Captain Nicholas Lockyer, C. B., Sept. 24th, 1832; and advanced to the rank of commander on the 21st Nov. 1833.

JOHN WILLIAMS ALDRIDGE, Esq.

Was a midshipman on board the Rippon 74, Captain Sir Christopher Cole, at the capture of the French frigate Weser, Oct. 21st, 1813 *. He passed his examination, at Plymouth, Nov. 3d, following; obtained his first commission on the 4th Feb. 1815; and subsequently served in the Tonnant 80, and Bulwark 76, flag-ships of the late Sir Benjamin Hallowell Carew, at Cork and in the river Medway. His subsequent appointments were,—Oct. 3d, 1821, to the Genoa 74, Captain Sir Thomas Livingston, stationed at Sheerness;—Dec. 9th, 1822, to the Prince Regent 120, then on the stocks at Chatham, intended for the flag of Sir Benjamin Hallowell;—and

* See Vol. II. Part II. p. 517.

June 6th, 1831, to be first of the Rattlesnake 28, Captain Charles Graham, fitting out for the South American station. He was made a commander on the 18th Nov. 1833; and presented with the honorary medallion of the Royal Humane Society, for rescuing a fellow-creature from a watery grave, Jan. 8th, 1834.

JOHN GARRETT, Esq.

Was made a lieutenant into the Euryalus frigate, Captain (now Sir Augustus) Clifford, on the Mediterranean station, Mar. 26th, 1822; and advanced to his present rank on the 19th Nov. 1833.

REGINALD YORKE, Esq.

Obtained his first commission on the 2d Aug. 1826; and was appointed to the Donegal 78, Captain John Dick, May 25th, 1831. He continued in that ship, under the flag of Sir Pulteney Malcolm, on the North Sea station, during the blockade of the Dutch ports; and in May 1833, became flag-lieutenant to Sir William Hargood, commander-in-chief at Plymouth. His promotion to the rank of commander took place on the 20th Nov. following.

WILLIAM PRESTON, Esq.

Was made a lieutenant in Mar. 1823; and commander on the 28th Dec. 1833.

RIGHT HON. LORD FREDERICK C. P. BEAUCLERK.

Second son of the late Duke of St. Albans, by Maria Janetta, only daughter of John Nelthorpe, Esq., of Little Grimsby House, co. Lincoln.

This officer was born on the 28th June, 1808; and first went to sea, from the Royal Naval College, in the Victor sloop,

Captain Thomas Prickett, destined to the coast of Africa, in 1823. He was made a lieutenant on the 13th Sept. 1828; appointed acting commander of the Zebra sloop, on the East India station, Aug. 8th, 1832; paid off from that vessel, at Chatham, in the spring of 1833; and advanced to his present rank on the 6th Jan. 1834.

THOMAS HENDERSON, Esq.

Was made a lieutenant on the 2d Feb. 1830; advanced to the rank of commander, "for his exertions in the coast guard service," Feb. 12th, 1834; and appointed to the Columbine sloop, at Sheerness, June 2d following.

WILLIAM HENRY HALLOWELL CAREW, Esq.

A son of the late Admiral Sir Benjamin Hallowell Carew, G. C. B., and brother to Captain Charles H. Carew, R. N. He was made a lieutenant in June 1828; appointed to the Barham 50, Captain (now Sir Hugh) Pigot, Mar. 26th, 1831; and promoted to the rank of commander on the 14th Feb. 1834.

SIR PETER PARKER, Bart.

Only surviving son of the late Captain Sir Peter Parker, Bart., R. N., by Marianne, daughter of Sir George Dallas, Bart., of Petsall, co. Stafford. He was made a lieutenant on the 7th June, 1829; appointed to the Vernon 50, flag-ship of the Right Hon. Sir George Cockburn, fitting out for the West India station, Dec. 12th, 1832; and advanced to the rank of commander, Feb. 26th, 1834.

RICHARD MORGAN (*a*), Esq.

Passed his examination, at Sheerness, in Mar. 1813; obtained his first commission on the 6th Feb. 1815; and was advanced to his present rank, April 23d, 1824, after serving as flag-lieutenant to Vice-Admiral Sir Pulteney Malcolm, on the Mediterranean station.

CHARLES WALCOTT, Esq.

Was made a lieutenant, in May 1819; and advanced to his present rank on the 5th June, 1834, a "special promotion on Sir Thomas M. Hardy leaving the Board of Admiralty."

JAMES GORDON (*b*), Esq.

Was made a lieutenant on the 27th June, 1826; and promoted to the rank of commander, June 6th, 1834.

GEORGE BACK, Esq.

This officer was born at Stockport, co. Cheshire, Nov. 6th, 1796; and entered the royal navy in Sept. 1808, as midshipman on board the Arethusa frigate, Captain (afterwards Sir Robert) Mends, fitting out for Channel service. On the 26th Nov. following, he witnessed the capture of le General Ernouf, French privateer, of sixteen guns and fifty-eight men, near Cherbourg.

In Feb. 1809, the Arethusa was ordered to the north coast of Spain, where Mr. Back saw some active service, previous to his being taken prisoner while serving as a volunteer on a boat expedition, in the month of April following *. On that occasion he was marched from the vicinity of St. Sebastian

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* See Vol. II. Part I. p. 271 *et seq.*

to Bourdeaux and Verdun, at which depôt he continued nearly five years.

Mr. Back returned home, *via* Dieppe, May 6th, 1814; and afterwards served under Captains Archibald Dickson and Charles Bullen, in the Akbar 60, bearing the flag of Sir T. Byam Martin, at Flushing, in 1815, and subsequently employed on the Halifax station *. He passed his examination in seamanship at Bermuda, July 21st, 1816; and in mathematics, at the Royal Naval College, Feb. 5th, 1817. His next ship, in which he continued from Mar. 1817 until Jan. 1818, was the Bulwark 76, bearing the flag of Sir Charles Rowley, commander-in-chief in the Medway.

On the 14th Jan. 1818, Mr. Back joined the Trent hired brig, Lieutenant (now Sir John) Franklin, fitting out for a voyage of discovery in the neighbourhood of Spitzbergen, under the orders of Captain David Buchan, whose proceedings have been related in Vol. III. Part I. p. 86 *et seq.* In the beginning of 1819, he was selected to accompany the former officer in an expedition over land, from Hudson's Bay to the Copper-mine River. The narrative of this perilous and unprecedentedly daring enterprise is one of the most interesting that ever issued from the press; and the repeated acts of self-command, genuine courage, and intrepidity, recorded of Mr. Back, are in the highest degree honorable to him, and truly creditable to his perseverance and talents †. His journey on foot, in the depth of winter, from Fort Enterprise to Fort Chipewyan and back, is among the many instances of extraordinary exertion and determined perseverance which this expedition afforded. The following is a copy of his official report to Captain Franklin on rejoining him, "*after an absence of nearly five months, during which time he had travelled* 1104 *miles, on snow-shoes, and had no other covering at night, in the woods, than a blanket and deer-skin, with the thermometer frequently at* —40°, *and*

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* See Vol. II. Part II. p. 599 *et seq.*

† See Vol. III. Part I. pp. 5—50.

once at —57°; and sometimes passing two or three days without tasting food."

"On quitting Fort Enterprise, with Mr. Wentzel and two Canadians, accompanied by two hunters and their wives, our route lay across the barren hills. We saw during the day a number of deer, and occasionally a solitary white wolf; and in the evening halted near a small knot of pines. Owing to the slow progress made by the wives of the hunters, we only travelled the first day a distance of seven miles and a half. During the night we had a glimpse of the fantastic beauties of the aurora borealis, and were somewhat annoyed by the wolves, whose nightly howling interrupted our repose. Early the next morning we continued our march, sometimes crossing small lakes (which were just frozen enough to bear us), and at other times going large circuits in order to avoid those which were open. The walking was extremely bad throughout the day; for independently of the general unevenness of the ground, and the numberless large stones which lay scattered in every direction, the unusual warmth of the weather had dissolved the snow, which not only kept us constantly wet, but deprived us of a firm footing; so that the men, with their heavy burdens, were in momentary apprehension of falling. In the afternoon a fine herd of deer was descried, and the Indians, who are always anxious for the chase, and can hardly be restrained from pursuing every animal which they see, set out immediately. It was late when they returned, having had good success, and bringing with them five tongues and the shoulder of a deer. We made about twelve miles this day. The night was fine, and the aurora borealis so vivid, that we imagined, more than once, that we heard a rustling noise like that of autumnal leaves stirred by the wind; but after two hours of attentive listening we were not entirely convinced of the fact. The coruscations were not so bright, nor the transition from one shape and colour to another, so rapid, as they sometimes are, otherwise I have no doubt, from the midnight silence which prevailed, that we should have ascertained this yet undecided point.

"The morning of the 20th was so extremely hazy that we could not see ten yards before us; it was therefore late when we started; and during our journey the hunters complained of the weather, and feared they should lose the track of our route. Towards the evening it became so thick that we could not proceed; consequently we halted in a small wood, situated in a valley, after having only completed a distance of six miles. The scenery consisted of high hills, which were almost destitute of trees; and lakes appeared in the valleys. The cracking of the ice was so loud during the night as to resemble thunder, and the wolves howled round us. We were now at the commencement of the woods; and at an early hour on the 21st, continued our journey over high hills for three miles, when the appearance of some deer caused us to halt,

and nearly the remainder of the day was passed in hunting them. In the evening we stopped within sight of Prospect Hill, after having killed and concealed six deer.

"A considerable quantity of snow fell during the night. The surrounding country was extremely rugged; the hills divided by deep ravines, and the valleys covered with broken masses of rocks and stones: yet the deer fly (as it were) over these impediments with apparent ease, seldom making a false step, and springing from crag to crag with all the safety of the mountain goat. After passing Reindeer Lake (where the ice was so thin as to bend at every step for nine miles), we halted, perfectly satisfied with our escape from sinking into the water. While some of the party were forming the encampment, one of the hunters killed a deer, a part of which was concealed, to be ready for use on our return. This evening we halted in a wood near the canoe track, after having travelled a distance of nine miles—the wind was S. E., and the night cloudy, with wind and rain. On the 24th and 25th, we underwent some fatigue, from being obliged to go round the lakes which lay across our route, and were not sufficiently frozen to bear us. Several rivulets appeared to empty themselves into the lakes. No animals were killed, and few tracks seen. The scenery consisted of barren rocks and high hills, covered with lofty pine, birch, and larch trees.

"*October* 26.—We continued our journey, sometimes on frozen lakes, and at other times on high craggy rocks. When we were on the lakes we were much impeded in our journey by different parts which were not frozen. There was a visible increase of wood, consisting of birch and larch, as we inclined to the southward. About ten A. M. we passed Icy Portage, where we saw various tracts of the moose, bear, and otter; and after a most harassing march through thick woods and over fallen trees, we halted a mile to the westward of Fishing Lake. Our provisions were now almost expended. The weather was cloudy, with snow.

"On the 27th, we crossed two lakes, and performed a circuitous route, frequently crossing high hills to avoid those lakes which were not frozen. During the day one of the women made a hole through the ice, and caught a fine pike, which she gave to us: the Indians would not partake of it, from the idea (as we afterwards learnt), that we should not have sufficient for ourselves:—'We are accustomed to such privations,' said they, 'but you are not.' In the evening we halted near Rocky Lake. I accompanied one of the Indians to the summit of a hill, where he shewed me a dark horizontal cloud, extending to a considerable distance along the mountains in the perspective, which he said was occasioned by the Great Slave Lake, and was considered as a good guide to all the hunters in the vicinity. On our return we saw two untenanted bears' dens. The night was cloudy, with heavy snow; yet the following morning we continued our tedious march. Many of the lakes remained still open; the rocks high and covered with snow, which continued to

fall all day: consequently we effected but a trifling distance, and that too with much difficulty. In the evening we halted, having only performed about seven miles. One of the Indians gave us a fish which he had caught, though he had nothing for himself; and it was with much trouble that he could be prevailed upon to partake of it. The night was cloudy, with snow.

"On the 29th, we set out through deep snow and thick woods; and after crossing two small lakes, stopped to breakfast; sending the women on before, as they had already complained of lameness, and could not keep pace with the party. It was not long before we overtook them, on the banks of a small lake, which though infinitely less in magnitude than many we had passed, yet had not a particle of ice on its surface. It was shoal, had no visible current, and was surrounded by hills. We had nothing to eat, and were not very near an establishment where food could be procured. However, as we proceeded, the lakes were frozen, and we quickened our pace, stopping but twice for the hunters to smoke: nevertheless the distance we completed was but trifling; and at night we halted near the lake, the men being tired, and much bruised, from constantly falling amongst thick broken woods and loose stones concealed under the snow. The night was blowing, and hazy, with snow.

"On the 30th we set out with the expectation of gaining the Slave Lake in the evening; but our progress was again impeded by the same cause as before, so that the whole day was spent in forcing our way through thick woods and over swamps covered with snow. We had to walk over pointed and loose rocks, which sliding from under our feet, made our path dangerous, and often threw us down several feet on sharp-edged stones lying beneath the snow. Once we had to climb a towering and almost perpendicular rock, which not only detained us, but was the cause of great anxiety for the safety of the women, who being heavily laden with furs, and one of them with a child on her back, could not exert themselves with the activity which such a task required. Fortunately nothing serious occurred, though one of them once fell with considerable violence.

"During the day one of the hunters broke through the ice, but was soon extricated; when it became dark, we halted near the Bow String Portage, greatly disappointed at not having reached the lake. The weather was cloudy, accompanied with thick mist and snow. The Indians expected to have found here a bear in its den, and to have made a hearty meal of its flesh; indeed it had been the subject of conversation all day, and they had even gone so far as to divide it, frequently asking me what part I preferred; but when we came to the spot—oh! lamentable! it had already fallen a prey to the devouring appetites of some more fortunate hunters, who had only left sufficient evidence that such a thing had once existed. One of our men, however, caught a fish, which, with the assistance of some weed scraped from the rocks *(tripe de roche)*,

which forms a glutinous substance, made us a tolerable supper; it was not of the most choice kind, but yet good enough for hungry men. While we were eating it, I perceived one of the women busily employed scraping an old skin, the contents of which her husband presented us with. They consisted of pounded meat, fat, and a greater proportion of Indians' and deer hair than either; and though such a mixture may not appear very alluring to an English stomach, it was thought a great luxury after three days' privation in these cheerless regions of America. Indeed, had it not been for the precaution and generosity of the Indians, we must have gone without sustenance until we had reached the fort. On the 1st of November our men began to make a raft, to enable us to cross a river which was not even frozen at the edges. It was soon finished, and three of us embarked, being seated up to the ancles in water. We each took a pine branch for a paddle, and made an effort to gain the opposite shore, in which, after some time, and not without strong apprehensions of drifting into the Slave Lake, we succeeded. In two hours' time, the whole party was over, with a comfortable addition to it in the shape of some fine fish, which the Indians had caught; of course we did not forget to take these friends with us; and after passing several lakes, to one of which we saw no termination, we halted within eight miles of the fort. The Great Slave Lake was not frozen. In crossing a narrow branch of the lake, I fell through the ice, but received no injury; at noon we arrived at Fort Providence, and were received by Mr. Weeks, a clerk of the North West Company, and in charge of the establishment. I found several packets of letters for the officers, which I was desirous of sending to them immediately; but as the Indians and their wives complained of illness and inability to return before they had rested, a flagon of mixed spirits was given them, and their sorrows were soon forgotten, and in a quarter of an hour they pronounced themselves excellent hunters, and capable of going any where; however, their boasting ceased with the last drop of the bottle, when a crying scene took place, which would have continued half the night, had not the magic of an additional quantity of spirits dried their tears, and once more turned their mourning into joy. It was a satisfaction to me to behold these poor creatures enjoying themselves, for they had behaved in the most exemplary and active manner towards the party, and with a generosity and sympathy seldom found even in the more civilized parts of the world; and the attention and affection which the Indians manifested towards their wives, evinced a benevolence of disposition and goodness of nature which could not fail to secure the approbation of the most indifferent observer.

"The accounts I received of our goods were of so unsatisfactory a nature, that I determined to proceed, as soon as the lake was frozen, to Moose-Deer Island, or if necessary to the Athabasca Lake; both to inform myself of the grounds of the unceremonious and negligent man-

ner in which the expedition had been treated, and to obtain a sufficient supply of ammunition and other stores to enable it to leave its present situation, and proceed for the attainment of its ultimate object.

"*November* 9.—I despatched to Fort Enterprise one of the men with the letters and a hundred musket balls, which Mr. Weeks lent me on the condition that they should be returned the first opportunity. An Indian and his wife accompanied the messenger. Lieutenant Franklin was made acquainted with the exact state of things, and I waited with much impatience the freezing of the lake.

"*November* 16.—A band of Slave Indians came to the fort with a few furs and some bears' grease. Though we had not seen any of them, it appeared that they had received information of our being in the country, and knew the precise situation of our house, which they would have visited long ago, but from the fear they had of being pillaged by the Copper Indians. I questioned the chief about the Great Bear and Martin Lakes, their distance from Fort Enterprise, &c.; but his answers were so vague and unsatisfactory, that they were not worth attention; his description of Bouleau's route (which he said was the shortest and best, and abounded in animals) was very defective, though the relative points were sufficiently characteristic, had we not possessed a better route. He had never been at the sea, and knew nothing about the mouth of the Coppermine River. In the evening he made his young men dance, and sometimes accompanied them himself. They had four feathers in each hand. When one commenced moving in a circular form, lifting both feet at the same time, similar to jumping sideways; after a short time a second and a third joined, and afterwards the whole band was dancing, some in a state of nudity, others half-dressed, singing an unmusical wild air with (I suppose) appropriate words; the particular sounds of which were, Ha! ha! ha! uttered vociferously, and with great distortion of countenance, and particular attitude of body, the feathers being always kept in a tremulous motion. The ensuing day I made the chief acquainted with the object of our mission, and recommended him to keep at peace with his neighbouring tribes, and to conduct himself with attention and friendship towards the whites. I then gave him a medal, telling him it was the picture of the King, whom they emphatically term 'their great father.'

"*November* 18.—We observed two mock moons at equal distances from the central one; and the whole were encircled by a halo; the colour of the inner edge of the large circle was a light red, inclining to a faint purple.

"*November* 20.—Two parhelia were observed, with a halo; the colours of the inner edge of the circle were a bright carmine and red lake, intermingled with a rich yellow, forming a purplish orange; the outer edge was pale gamboge.

"*December* 5.—A man was sent some distance on the lake, to see if

it was sufficiently frozen for us to cross. I need scarcely mention my satisfaction, when he returned with the pleasing information that it was.

"*December* 7.—I quitted Fort Providence, being accompanied by Mr. Wentzel, Beauparlant, and two other Canadians, provided with dogs and sledges. We proceeded along the borders of the lake, occasionally crossing deep bays, and at dusk encamped at the Gros Cap, having proceeded a distance of twenty-five miles.

"*December* 8.—We set out on the lake with an excessively cold N. W. wind, and were frequently interrupted by large pieces of ice which had been thrown up by the violence of the waves during the progress of congelation, and at dusk we encamped on the Rein-Deer Islands. The night was fine, with a faint aurora borealis. Next day the wind was so keen, that the men proposed conveying me in a sledge, that I might be the less exposed, to which, after some hesitation, I consented. Accordingly, a rein-deer skin and a blanket were laid along the sledge, and in these I was wrapped tight up to the chin, and lashed to the vehicle, with just sufficient play for my head, to perceive when I was about to be upset on some rough projecting piece of ice. Thus equipped, we set off before the wind (a favorable circumstance on a lake), and went on very well until noon; when the ice being driven up in ridges, in such a manner as to obstruct us very much, I was released; and I confess not unwillingly, though I had to walk the remainder of the day. There are large openings in many parts where the ice had separated, and in attempting to cross one of them the dogs fell into the water, and were saved with difficulty. The poor animals suffered dreadfully from the cold, and narrowly escaped being frozen to death. We had quickened our pace towards the close of the day, but could not get sight of the land; and it was not till the sun had set, that we perceived it about four miles to our left, which obliged us to turn back and head the wind. It was then so cold that two of the party were frozen almost immediately about the face and ears. I escaped, from having the good fortune to possess a pair of gloves made of rabbit-skin, with which I kept constantly chafing the places which began to be affected. At 6 P. M., we arrived at the fishing huts near Stoney Island, and remained there the night. The Canadians were not a little surprized at seeing us, whom they had already given up for lost, nor less so at the manner by which we had come; for they all affirmed that the lake near them was quite free from ice the day before.

"*December* 10.—At an early hour we quitted the huts, lashed on sledges as before, with some little addition to our party; and at 3-30 P. M., arrived at North-West Fort on Moose-Deer Island, where I was received by Mr. Smith, with whom I had been acquainted at the Athabasca. He said he partly expected me. The same evening I visited Messrs. M'Vicar and M'Aulay at Hudson's Bay Fort, when I found the reports concerning our goods were but too true, there being in reality

but five packages for us. I also was informed, that two Esquimaux, Augustus the chief, and Junius his servant, who had been sent from Fort Churchill by Governor Williams, to serve in the capacity of interpreters to the expedition, were at the fort. The men were short of stature, but muscular, apparently good natured, and perfectly acquainted with the purpose for which they were intended. They had built themselves a snow-house on an adjacent island, where they used frequently to sleep. The following day I examined the pieces, and to my great disappointment found them to consist of three kegs of spirits already adulterated by the voyageurs who had brought them; a keg of flour, and thirty-five pounds of sugar, instead of sixty. The ammunition and tobacco, the two most essential requisites, were left behind.

" I lost no time in making a demand from both parties; and though their united list did not furnish the half of what was required; yet it is possible that every thing was given by them which could be spared consistent with their separate interests, particularly by Mr. M'Vicar, who, in many articles, gave me the whole he had in his possession. These things were sent away immediately for Fort Enterprize, when an interpreter arrived with letters from Lieutenant Franklin, which referred to a series of injurious reports said to have been propagated against us by some one at Fort Providence. Finding a sufficiency of goods could not be provided at Moose Deer Island, I determined to proceed to the Athabasca Lake, and ascertain the inclinations of the gentlemen there. With this view I communicated my intentions to both parties; but could only get dogs enough from the North-West Company to carry the necessary provisions for the journey. Indeed, Mr. Smith informed me plainly, he was of opinion that nothing could be spared at Fort Chipeywan; that goods had never been transported so long a journey in the winter season, and that the same dogs could not possibly go and return. Besides, it was very doubtful if I could be provided with dogs there; and finally, that the distance was great, and would take sixteen days to perform it. He added, that the provisions would be mouldy and bad, and that from having to walk constantly on snow-shoes, I should suffer a great deal of misery and fatigue. Notwithstanding these assertions, on the 23d of December I left the fort, with Beauparlant and a bois-brulé, each having a sledge drawn by dogs, laden with pemmican. We crossed an arm of the lake, and entered the Little Buffalo River, which is connected with the Salt River, and about fifty yards wide at its junction with the lake; the water is brackish. This route is usually taken in the winter, as it cuts off a large angle in going to the Great Slave River. In the afternoon we passed two empty fishing huts, and in the evening encamped amongst some high pines on the banks of the river, having had several snow showers during the day, which considerably impeded the dogs, so that we had not proceeded more than fifteen miles.

" *December* 24 *and* 25.—We continued along the river, frequently

making small portages to avoid going round the points, and passing some small canoes, which the Indians had left for the winter. The snow was so deep that the dogs were obliged to stop every ten minutes to rest themselves; and the cold so excessive, that both the men were badly frozen on both sides of the face and chin. At length, having come to a long meadow, which the dogs could not cross that night, we halted in an adjoining wood, and were presently joined by a Canadian who was on his return to the fort, and who treated us with some fresh meat in exchange for pemmican. During the latter part of the day, we had seen numerous tracts of the moose, buffalo, and marten.

"*December* 26.—The weather was so cold that we were compelled to run to prevent ourselves from freezing; our route lay across some large meadows, which appeared to abound in animals, though the Indians around Slave Lake are in a state of great want. About noon, we passed a sulphur stream, which ran into the river; it appeared to come from a plain about fifty yards distant. There were no rocks near it, and the soil through which it took its course was composed of a reddish clay. I was much galled by the strings of the snow-shoes during the day, and once got a severe fall, occasioned by the dogs running over one of my feet, and dragging me some distance, my snow-shoe having become entangled with the sledge. In the evening we lost our way, from the great similarity of appearance in the country, and it was dark before we found it again, when we halted in a thick wood, after having come about sixteen miles from the last encampment. Much snow fell during the night. At an early hour on the 27th December, we continued our journey along the surface of a long but narrow lake, and then through a wood, which brought us to the *grand detour* on the Slave River. The weather was extremely cloudy, with occasional falls of snow, which tended greatly to impede our progress, from its gathering in lumps between the dogs' toes; and though they did not go very fast, yet my left knee pained me so much that I found it difficult to keep up with them. At 3 P. M., we halted within nine miles of the Salt River, and made a hearty meal of mouldy pemmican.

"*December* 28 *and* 29.—We had much difficulty in proceeding, owing to the poor dogs being quite worn out, and their feet perfectly raw. We endeavoured to tie shoes on them, to afford them some little relief; but they continually came off when amongst deep snow, so that it occupied one person entirely to look after them. In this state they were hardly of any use amongst the steep ascents of the portages, when we were obliged to drag the sledges ourselves. We found a few of the rapids entirely frozen. Those that were not, had holes and large spaces about them, from whence issued a thick vapour, and in passing this we found it particularly cold: but what appeared most curious, was the number of small fountains which rose through the ice, and often rendered it doubtful which way we should take. I was much disappointed at find-

ing several falls (which I had intended to sketch) frozen almost even with the upper and lower parts of the stream. The ice was connected by a thin arch, and the rushing of the water underneath might be heard at a considerable distance from the place. On the bank of these rapids there was a constant overflowing of the water, but in such small quantities as to freeze before it had reached the surface of the central ice; so that we passed between two ridges of icicles, the transparency of which was beautifully contrasted by the flakes of snow and the dark green branches of the overhanging pine. Beauparlant complained bitterly of the cold whilst among the rapids; but no sooner had he reached the upper part of the river, than he found the change of the temperature so great that he vented his indignation against the heat—"*Mais c'est terrible,*" said he, to be frozen and sun burnt in the same day. The poor fellow, who had been a long time in the country, regarded it as the most severe punishment that could have been inflicted on him, and would willingly have given a part of his wages rather than this disgrace had happened; for there is a pride amongst "old voyageurs" which makes them consider the state of being frost bitten as effeminate, and only excusable in a "pork eater," or one newly come into the country. I was greatly fatigued, and suffered acute pains in the knees and legs, both of which were much swollen when we halted a little above the Dog River.

"*December* 30 *and* 31.—Our journey these days was by far the most annoying we had yet experienced; but independently of the vast masses of ice that were piled on one another, as well as the numerous open places about the rapids (and they did not a little impede us), there was a strong gale from the north-west, and so dreadfully keen, that our time was occupied in rubbing the frozen parts of the face, and in attempting to warm the hands, in order to be prepared for the next operation. Scarcely was one place cured by constant friction, than another was frozen: and though there was nothing pleasant about it, yet it was laughable enough to observe the dexterity which was used in changing the position of the hand from the face to the mitten, and *vice versâ*. One of the men was severely affected, the whole side of his face being almost raw. Towards sunset I suffered so much in my knee and ancle, from a recent sprain, that it was with difficulty I could proceed, with snow shoes, to the encampment on the Stoney Islands. But in this point I was not singular; for Beauparlant was almost as bad, and without the same cause.

"1821. *January* 1.—We set out with a quick step, the wind still blowing fresh from the north-west, which seemed in some measure to invigorate the dogs; for towards sunset they left me a considerable distance behind. Indeed my legs and ancles were now so swelled, that it was excessive pain to drag the snow shoes after me. At night we halted on the banks of Stoney River, when I gave the men a glass of grog, to commemorate the new year; and the next day, January 2d, we arrived at

Fort Chipeywan, after a journey of ten days and four hours—the shortest time in which the distance had been done at the same season of the year. I found Messrs. G. Keith and S. M'Gilliway in charge of the fort, who were not a little surprised to see me. As the commencement of the new year is the rejoicing season of the Canadians, when they are generally intoxicated a few days, I postponed making any demand till this time of festivity should cease; but on the same day I went over to the Hudson's Bay Fort, and delivered Lieutenant Franklin's letter to Mr. Simpson. If they were astonished at one side to see me, the amazement was still greater on the other; for reports were so far in advance, that we were said to have already fallen by the spears of the Exquimaux.

"*January* 3.—I made a demand from both parties for supplies, such as ammunition, gun-flints, axes, files, clothing, tobacco, and spirits. I stated to them our extreme necessity, and that without their assistance the expedition must be arrested in its progress. The answer from the north west gentlemen was satisfactory enough; but on the Hudson's Bay side I was told, 'that any further assistance this season entirely depended on the arrival of supplies, expected in a few weeks hence from a distant establishment.' I remained at Fort Chipewyan five weeks, during which time some laden sledges did arrive; but I could not obtain any addition to the few articles I had procured at first. A packet of letters for us, from England, having arrived, I made preparations for my return; but not before I had requested both companies to send, next year, from the depôts, a quantity of goods for our use, specified in lists furnished to them. The weather, during my abode at Chipewyan, was generally mild, with occasional heavy storms, the greater part of which were generally anticipated by the activity of the aurora borealis; and this I observed had been the case between Fort Providence and the Athabasca, in December and January, though not invariably so in other parts of the country. One of the partners of the north-west company related to me the following singular story:—'He was travelling in a canoe on the English River, and had landed near the Kettle Fall, when the coruscations of the aurora borealis were so vivid and low, that the Canadians fell on their faces, and began praying and crying, fearing they should be killed: he himself threw away his gun and knife, that they might not attract the flashes; for they were within two feet from the earth, flitting along with incredible swiftness, and moving parallel to its surface. They continued for upwards of five minutes, as near as he could judge, and made a loud rustling noise, like the waving of a flag in a strong breeze. After they had ceased, the sky became clear, with little wind.'

"*February* 9.—Having got every thing arranged, and had a hearty breakfast (with a *coup d'eau de vie*, a custom amongst the traders), I took my departure, or rather attempted to do so; for on going to the gate there was a long range of women, who came to bid me farewell.

They were all dressed (after the manner of the country) in blue or green cloth, with their hair fresh greased, separated before, and falling down behind, not in careless tresses, but in a good sound tail, fastened with black tape or riband. This was considered a great compliment; and the ceremony consisted in embracing the whole party. I had with me four sledges laden with goods for the expedition, and a fifth one, belonging to the Hudson's Bay Company. We returned exactly by the same route, suffering no other inconvenience but that arising from the chafing of the snow shoes, and bad weather. Some Indians, whom we met on the banks of the Little Buffalo River, were rather surprised at seeing us; for they had heard that we were on an island which was surrounded by Esquimaux. The dogs were almost worn out, and their feet raw, when, on February the 20th, we arrived at Moose-deer Island, with our goods all in good order. Towards the end of the month, two of our men arrived with letters from Lieutenant Franklin, containing some fresh demands; the major part of which I was fortunate enough to procure without the least trouble. Having arranged the accounts and receipts between the companies and the expedition, and sent every thing before me to Fort Providence, I prepared for my departure; and it is but justice to the gentlemen of both parties at Moose-deer Island, to remark, that they afforded the means of forwarding our stores in the most cheerful and pleasant manner.

"*March* 5.—I took leave of the gentlemen at the forts; and in the afternoon, got to the fisheries near Stoney Island, where I found Mr. M'Vicar, who was kind enough to have a house ready for my reception; and I was not a little gratified at perceiving a pleasant looking girl employed in roasting a fine joint, and afterwards arranging the table, with all the dexterity of an accomplished servant.

"*March* 6.—We set out at day-light, and breakfasted at the Rein-deer Islands. As the day advanced, the heat became so oppressive, that each pulled off his coat, and ran till sun-set, when we halted, with two men who were on their return to Moose-deer Island. There was a beautiful aurora borealis in the night; it rose about N. b W., and divided into three bars, diverging at equal distances as far as the zenith, and then converging until they met in the opposite horizon: there were some flashes at right angles to the bars.

"*March* 7.—We arrived at Fort Providence, and found our stores safe and in good order. There being no certainty when the Indian who was to accompany me to our house would arrive, and my impatience to join my companions increasing as I approached it, after making the necessary arrangements with Mr. Weeks respecting our stores, on the 10th of March I quitted the fort with two of our men, who had each a couple of dogs, and a sledge laden with provisions. On the 13th, we met the Indian, near Icy Portage, who was sent to guide me back. On the 14th, we killed a deer, and gave the dogs a good feed; and on the 17th, at an

early hour, we arrived at Fort Enterprise, having travelled about eighteen miles a day. I had the pleasure of meeting my friends all in good health."

Mr. Back was advanced to the rank of lieutenant on the 1st Jan. 1821; and subsequently appointed to the Superb 78, Captain Sir Thomas Staines, in which ship he visited Gibraltar and Barbadoes. Towards the close of 1823, his Majesty's Government having determined upon another attempt to effect a northern passage by sea between the Atlantic and Pacific Oceans, and Captain (now Sir W. E.) Parry, the commander of the two preceding expeditions *, having been again entrusted with its execution, success, as far as ability, enterprise, and experience could ensure it, appeared likely to be the result. Yet, as the object was one for which Great Britain had thought proper to contend for upwards of three centuries, it seemed to Captain Franklin that it might be desirable to pursue it by more ways than one; he, therefore, submitted a plan for an expedition overland to the mouth of the Mackenzie River, and thence, by sea, to the north-western extremity of America, with the combined object, also, of surveying the coast between the Mackenzie and Copper-mine Rivers.

Captain Franklin was well aware of the sympathy excited in the British public by the sufferings of those engaged in the former overland expedition, and of the humane repugnance of Government to expose others to a like fate; but he was enabled to show satisfactorily that, in the proposed course, similar dangers were not to be apprehended, while the objects to be attained were important at once to the naval character, scientific reputation, and commercial interests of Great Britain. In consequence of his proposal, he received directions from Earl Bathurst to make the necessary preparations for the equipment of an expedition, to the command of which he had the honor to be nominated.

Captain Franklin's much valued friend, Dr. John Richardson, offered his services as naturalist and surgeon, and also

* See Suppl. Part IV. pp. 318—364.

volunteered to undertake the survey of the coast to the eastward, while his commander should be occupied in endeavouring to reach Icy Cape. Lieutenant Bushnan, who had served under Captains Ross and Parry, was likewise appointed to accompany Captain Franklin, as assistant-surveyor; but, long before the party was to leave England, he had to lament the premature death of that excellent young officer, who was eminently qualified for the service, by his skill in astronomical observations, surveying, and drawing.* "*Many naval officers, distinguished for their talent and ability, were desirous of filling the vacancy, but Captain Franklin's friend and former companion, Lieutenant Back, having returned from the West Indies, the appointment was offered to him, and accepted with his wonted zeal.*"

Previous to his departure from England, a public dinner was given to Lieutenant Back, on which occasion, says the editor of the Stockport paper,

"Captain (now Sir Salusbury Pryce) Humphreys, R.N. was in the chair, and on the right sat the heroic young man, so justly the pride of his fellow-townsmen. When we considered the unprecedented sufferings he had endured, and the unheard-of privations which once reduced his frame to the extremity of weakness, and brought him to the verge of dissolution, it was impossible not to feel a high degree of pleasure at beholding him again in apparent possession of health and vigour. J. Lloyd, Esq., Prothonotary of Chester, performed the office of croupier on this most gratifying occasion."

During his absence from Great Britain, Lieutenant Back was promoted to the rank of commander, for his services on the first overland expedition, by commission, dated Dec. 30th, 1825. The proceedings and result of the second expedition have been briefly sketched in Vol. III. Part I. pp. 50—67.

Our readers will remember that Captain Franklin, after his return from the Arctic Sea, remained at Great Bear Lake until Feb. 20th, 1827, when he set out on foot for Fort Chipewyan, accompanied by five men, for the purpose of hastening home, *via* Montreal and New York; the other

* See Annual Obituary and Biography for 1825.

officers and men, the boats, and all the collections of natural history, rough journals, notes, and astronomical, magnetical, and atmospherical observations, were left in the charge of Commander Back, who was directed to remain at Fort Franklin until the breaking up of the ice, and then to proceed to York Factory, where he was to embark with the British part of the expedition in the first Hudson's Bay ship bound to England. In addition to this mark of confidence, Captain Franklin, at the end of his written instructions, thus addressed him:—

"I am happy in having this opportunity of thanking you for your uniform kindness to me personally, and of renewing my testimony to the ability, zeal, and assiduity you have evinced throughout the progress of the expedition, and of expressing my fervent hope that your services may be rewarded by promotion."

Commander Back arrived at Portsmouth on the 10th Oct. 1827, only a fortnight after Captain Franklin and Dr. Richardson had landed at Liverpool. On the 13th and 15th of the same month, his friend, the captain, wrote to him as follows:—

"I hope you will have seen the Lord High Admiral and Sir George Cockburn before we meet—to both I have urged your claims to promotion, as well as those of Lieutenant Kendall, in the strongest manner, and they expressed themselves much pleased with your zeal, attention, and ability."

"I have written this day officially to Mr. Barrow, to convey my opinion of your conduct, as well as that of Kendall, and strongly to recommend you both to the favorable notice of the Lord High Admiral, and to the members of his Royal Highness's Council."

On the 7th July, 1827, his late Majesty in Council directed that the period of time (one year) required to elapse before a commander can be promoted to the rank of captain shall be actually served by such officer on board a ship or vessel in commission. Although Commander Back had then been upwards of two years and four months on what may well be considered active service, this Order in Council was enforced against him; and notwithstanding repeated applications for employment in the active line of his profession, he never obtained an appointment. We may here remark, that several of Captain Parry's officers were promoted on their return from

an unsuccessful expedition, whilst Captain Franklin, with more success than has crowned any former endeavour since the time of Cook, and with the good and favorable opinion of all parties, had not the influence to obtain the smallest advancement for any of his party.

On the 8th April, 1828, Commander Back addressed the Lord High Admiral as follows :—

" Sir,—In reflecting on the recent voyages of discovery to the Arctic regions, which have been prosecuted with so much zeal and ability by the able officers who have commanded them, one cannot but regret that the portion of the American coast comprehended between Repulse Bay and Point Turnagain, should still remain unexplored while there exists any probability of finally completing so desirable an object.

" To effect this, I would propose that a small vessel, properly fitted out with boats, and supplied with provisions for two years, should proceed to Repulse Bay; and having anchored there, that a party should be dispatched across the Melville Peninsula, which is said to be only three days' journey, and if after examination it was found that the country was not too uneven for the transporting of goods on wheel carriages, in the manner we passed Portage la Locke (a distance of seven miles) on our return from the overland expedition, it would not be difficult to convey two boats, and whatever else might be thought requisite, to the opposite side, and lay them up in some secure place for the winter. Then in the following season, the party intended to coast as far as Point Turnagain, being provided with sledges, might proceed with the remainder of what was necessary for the voyage, and crossing to the boats, start on the first opening of the water. For such a service, the boats should be about twenty-four feet long, with a good beam and a flat floor, so as to draw little water; and the provisions for the crews ought to be entirely composed of pemmican, ira, and sweetened chocolate, a sufficient quantity of which might be deposited at jutting or other prominent points, for consumption on the return to the vessel, which it is supposed would be in time enough to ensure her getting out of the Straits the same season. The expences which at first sight would seem unavoidably connected with an undertaking of this nature, might however be greatly diminished from the experience already acquired in the knowledge of what was indispensably useful for its completion. * * * * I remain your Royal Highness's most dutiful and obedient servant,

(Signed) " GEORGE BACK."

This plan for exploring the country between Repulse Bay and Point Turnagain was recommended by Sir George Cockburn, but it appears that the Lord High Admiral had already

determined not to send any more expeditions to the northern regions. Early in 1829, we find Commander Back offering his services to accompany Captain Hoppner on a voyage of discovery to the south pole.

Towards the close of 1832, strenuous exertions were made to equip an expedition, with the object of ascertaining the situation of Captain (now Sir John) Ross, who had left this country in the summer of 1829, to effect the long-sought north-west passage. A meeting was held at the office of the Royal Geographical Society (the Right Hon. Sir George Cockburn in the chair), by the friends of Captain Ross, at which it was agreed that he and his companions might be still alive, and possibly be extricated from their perilous situation by efforts to be made for their relief. This conclusion was founded on the extent of his preparations, which were calculated to meet the wants of his party for three years—on the quantity of stores which it is presumed he would find untouched in the wreck of the Fury, in Prince Regent's Inlet*,—and on the fact, that the crews of two Hudson's Bay vessels, cast away on Marble Island, in 1769, subsisted nearly three years on what they could find, as related by Hearne, and quoted by Barrow, in his "Chronological History of Arctic Voyages." His Majesty's Government consented, on certain conditions, to furnish 2000*l.* towards forwarding the expedition; the sum of 5000*l.* was raised by subscription for the same purpose; the Hudson's Bay Company gave directions to provide boats, &c. for the party free of expence, and gave Commander Back, who had volunteered to conduct the enterprise, a commission investing him with full command throughout their extensive territories, and unlimited authority over all their servants, the governor alone excepted.

Commander Back sailed from Liverpool, on his errand of humanity, Feb. 16th, 1833; accompanied by Mr. King, of the Royal College of Surgeons, in the capacity of surgeon

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* See Suppl. Part IV. p. 363.

and naturalist to the expedition, and also by three of his former companions.

The reception of this little party at New York was of the most gratifying description—a compliment to themselves, to science, and to philanthropy. The Government of the United States honoured itself by refusing to receive the duties on the transit of the articles brought by the expedition through its territories; the directors of the Hudson River Steamboat Association tendered a vessel for their conveyance to Albany; and many were the letters addressed to Commander Back from different parts of the Union, expressive of the interest which the writers took in the fate of the expedition.

On the 29th March Commander Back and Mr. King partook of a *dejeuné à la fourchette* given by the British Consul at New York, on which occasion there were present a numerous assemblage of gentlemen of that mercantile metropolis. On the 9th of April, they arrived at Montreal, and were there joined by four volunteers from the brigade of artillery quartered in that town. They took their departure from thence on the 25th April, and during the summer of 1833, reached to about 109 miles from Bathurst's Inlet.

On the 25th April, 1834, a packet from the "Managing Committee of the Arctic Land Expedition," intimating the safe return of Captain Ross and his party, and directing him to confine himself for the future to an exploration of the territory for scientific purposes, reached Commander Back, who was then preparing to depart from his winter quarters, Fort Reliance, at the east end of Great Slave Lake. Previous to the receipt of this intelligence, he had written to the Geographical Society as follows:—

"We have had a most distressing winter in this more than Siberian solitude, where desolation reigns in unbroken repose. Even the animals have fled from us, as it were by instinct, and many, very many, of the unhappy natives have fallen victims to famine in situations the most revolting to human nature. The fish also, on which I in some measure relied, left us; in places which we were told never before failed we have not caught a fish; and during the whole season scarcely a living creature has been seen, except on one occasion a raven, which, in wheeling over the house, startled me with his croak, so uniform was the silence around

us. I ran out, but when it saw me it screamed, and again made off to the western mountains, in the dark shade of which it was speedily lost. My party has been thus much dispersed in quest of food, and every message has brought me tidings of their encountering severe privations. Mr. M'Leod (an agent of the Hudson's Bay Company attached to the party) and his young family are at this moment somewhere on the lake fishing; and you may imagine what it costs me to see them also exposed to the rigours of this severest of all winters, for the mean of three thermometers has been far below the lowest we ever registered in our former expeditions. After this narrative you may believe that, in spite of all my care and economy, some part of the provision laid up for our voyage has been necessarily consumed. The most experienced man in the country could not have foreseen this; nor was there any possibility of avoiding it. My anxiety is immeasurable on account of it; but I still hope that the Indians may be enabled to procure us dry food, or in short something that may afford sustenance, so that the fondest wishes of my heart may not be frustrated. Of that, however, in one sense, there is no danger, for come the worst, I can always reduce my men, and go in one boat. Do not, therefore, let this affect you, for I feel confident of overcoming it. Another misfortune is, that pinched as we are for provisions, we must drag our boats and luggage almost 100 miles over rock and ice before we can reach open water. This we have ascertained through the winter; but never mind, this also shall be done, and it will be a new feature in discovery. In our former expeditions, we had none of these tremendous obstructions to contend with, though we had to take our bark canoes some distance in sledges. But I have perfect confidence in my men, and they, good fellows, think that I cannot err."

The last letter written by Commander Back, which has yet reached England, is dated "Fort Reliance, April 29th, 1834." He and his party were then all well. It is very satisfactory to know, from despatches received by the committee of the Hudson's Bay Company, that supplies sufficient to support the expedition during the present winter were timely forwarded to him.

ADDENDA TO FLAG-OFFICERS.

SIR JOHN HARVEY, K. C. B.

Vice-Admiral of the Red.

(*Vol. I. Part II. p.* 613.)

Is the second son of the late Captain John Harvey (who commanded the Brunswick 74, and was mortally wounded on the glorious 1st of June 1794 *), by Judith, daughter of Henry Wise, of Sandwich, co. Kent, Esq.

We first find this officer commanding l'Actif sloop, which vessel foundered off Bermuda, Nov. 26th, 1794. He obtained post rank on the 16th Dec. in the same year; and was subsequently appointed to the Prince of Wales 98, flag-ship of his uncle, the late Sir Henry Harvey, K. B. †, under whom he served at the reduction of Trinidad, in Feb. 1797 ‡. During the latter part of the French revolutionary war, he commanded the Southampton and Amphitrite frigates, on the Leeward Islands station. In Mar. 1801, he assisted at the reduction of the Virgin Islands, by the military and naval forces under Lieutenant-General Trigge and Rear-Admiral Duckworth §.

Captain Harvey's next appointment was to the Agamemnon 64, which ship he commissioned at Chatham in Aug. 1804.

On the 1st Nov. following, Captain Harvey sailed from St. Helens, in company with a squadron, under Sir John Orde. On the 18th of the same month, being then off Cadiz, he was ordered to chase and detain a Spanish frigate, which surrendered without opposition. Although bound to the

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* See Vol. I. Part II. note at p. 613 *et seq.*

† See *id.* p. 797.

‡ See Vol. I. Part I. p. 112.

§ See Vol. I. Part II. note † at p. 798 *et seq.*

colonies, with despatches announcing the commencement of hostilities between England and Spain, Sir John Orde directed Captain Harvey to escort this ship back to her own port. Her consort, the Amphitrite, was soon afterwards intercepted by Sir Richard J. Strachan, who, being unchecked by the presence of a superior officer, conducted her to Gibraltar, where she was condemned as a prize, and added to the British navy. On the 27th, the Niger frigate joined company, with orders to detain all Spanish shipping; and in the course of the same day, a large dismasted merchantman, from Vera Cruz, was taken possession of by Sir John's flag-ship, the Swiftsure 74. On the 30th, Captain Harvey captured the brig Pomone, from Havannah, laden with sugar and twenty chests of silver. On the 9th Dec. he was sent to cruize off Cape St. Vincent, where, in the course of that month, he had the good fortune to intercept three ships with cargoes of cochineal, coffee, indigo, sugar, &c., and having on board 967,461 dollars.

The perilous situation of the Agamemnon, at Gibraltar, during a most destructive storm, Jan. 31st, 1805, we have recently noticed *. She rejoined Sir John Orde on the 3d Feb., and was at anchor off St. Lucar, with main-yard unrigged, hold unstowed, and employed in receiving provisions and stores from transports, when a French squadron from Toulon, under Mons. Villeneuve, hove in sight, and induced the British admiral to retire from his station before Cadiz. The expeditious manner in which she was got ready for action on that occasion, drew forth the thanks of Sir John Orde, with whom she returned to England. We next find her assisting at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder, July 22d, 1805 †, on which occasion, being stationed in the van, she was much cut up in her spars and rigging, and had several men wounded. On the 22d Aug. following, she was present at an at-

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* See p. 273 *et seq.*

† See Vol. I. Part I. p. 405.

tack made by the veteran Cornwallis upon the rear of the Brest fleet, then manœuvring in Bertheaume Bay *.

In Sept. 1805, Captain Harvey was appointed to the Canada 74, fitting out for the Leeward Islands station, which ship he paid off at Chatham in Jan. 1808. His subsequent appointments were,— in June 1809, to the Leviathan 74, then off Cadiz; — October 1810, to the Royal Sovereign 110, employed in the blockade of Toulon; and Aug. 12th, 1812, to one of the royal yachts. The Leviathan assisted in driving three French line-of-battle ships and a frigate on shore, near the mouth of the Rhone, Oct. 25th, 1809 †; and had her main-mast shivered by lightning in the summer of 1810. The Royal Sovereign was ordered home from the Mediterranean in Nov. 1811.

This officer obtained the rank of rear-admiral in Dec. 1813. He was appointed commander-in-chief at the Leeward Islands in Aug. 1815; advanced to the rank of vice-admiral in May 1825; and nominated a Knight Commander of the Most Honorable Military Order of the Bath, in June 1833.

THOMAS LE MARCHANT GOSSELIN, Esq.

(*Vol. I. Part II. p.* 671.)

Entered the royal navy on the 2d Aug. 1778; and served under Captain Philip Boteler, in the Actæon 44, and Ardent 64, until the latter ship was captured by the combined fleets of France and Spain, in sight of Plymouth, Aug. 16th, 1779 ‡.

On his return from France, Mr. Gosselin joined the Barfleur 98, bearing the flag of Sir Samuel (afterwards Viscount) Hood, in which ship he served from Oct. 11th, 1780, until the peace of 1783. During this period he witnessed the capture of St. Eustatia, by the naval and military forces under Sir George B. Rodney and General Vaughan §; and

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* See Suppl. Part IV. p. 411, *et seq.*

See Vol. I. Part I. p. 282. ‡ See *id.* note * at p. 421.

§ See *id.* note at p. 127.

was in six different actions with the French fleet under Count De Grasse, viz. off Martinique, April 29th, 1781 *; off the Chesapeake, Sept. 5th, 1781 †; off St. Kitts, Jan. 25th and 26th, 1782 ‡; and off Guadaloupe, April 8th and 12th following, on which latter day the gallant De Grasse was compelled to surrender. On the 17th of the same month, Mr. Gosselin was present at the capture of two French 64-gun ships, a frigate, and a corvette, endeavouring to escape through the Mona passage §. He returned home with Lord Hood, June 26th, 1783; at which period his present Majesty was serving as a midshipman on board the Barfleur.

We afterwards find Mr. Gosselin successively serving in the Carnatic 74, Captain Anthony J. P. Molloy, stationed at Plymouth; the Nautilus sloop, Captain Maurice Delgarno; the Grampus 50, bearing the broad pendant of Commodore Edward Thompson, on the coast of Africa; and the Triumph 74, and Barfleur 98, both bearing the flag of Lord Hood. His first commission bears date Dec. 1st, 1787.

In Sept. 1788, Lieutenant Gosselin was appointed to the Atalanta sloop, Captain Delgarno; and in Jan. 1789, he sailed for the East Indies, in company with a squadron under Commodore the Hon. William Cornwallis, who removed him into his own ship, the Crown 64, shortly after their arrival on that station. In Nov. 1791, he followed the commodore into the Minerva 38, and served as first lieutenant of that frigate until promoted to the command of the Dispatch armed brig, April 23d, 1793.

We next find this officer appointed, Mar. 19th, 1794, to the Kingsfisher sloop, then on the Downs station, but subsequently attached to the North Sea and Channel fleets. On the 7th June, 1795, being then in company with a squadron

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* See Vol. II. Part I. p. 62.

† See Vol. I. Part I. note at p. 133.

‡ See Vol. II. Part I. notes at pp. 63—65.

§ See *id.* note † at p. 52, and Vol. I. Part I. note at pp. 35—39.

under Vice-Admiral Cornwallis, off Belleisle, he assisted at the capture of part of a French convoy from Bourdeaux, laden with wine and naval stores. On the 4th July following, the Vice-Admiral sent him an order to act as captain of the Brunswick 74, which appointment was confirmed on the 23d of the same month. This command he held until Oct. 1795.

Captain Gosselin's next appointments were, April 22, 1796, to the Diamond 38; and July 25th, to the Syren 32; both on the St. Marcou station. In Mar. 1798, he was employed in convoying to the Leeward Islands and Jamaica, a large fleet of merchantmen, the masters of which presented him with a valuable sword. On the 20th Aug. 1799, he was present at the surrender of Surinam to the naval and military forces under Lord Hugh Seymour and Lieutenant-General Trigge; after which he escorted another fleet to England. During the summer of 1800, he was in attendance upon King George III. at Weymouth. In Feb. 1801, he again took charge of the outward-bound West India trade; and on the 23d Oct. following, removed into the Melampus 36, at Jamaica; from whence he returned home, and was paid off, in June, 1802.

On the 2d Feb. 1804, Captain Gosselin was appointed to the Ville de Paris 110, bearing the flag of Admiral Cornwallis, then commander-in-chief of the Channel fleet, in which ship he remained until Sept. following, when he was removed to the Latona 38, and entrusted with the command of the in-shore squadron off Brest. For his services while thus employed, he received the thanks of Admirals Cornwallis, Lord Gardner, and Sir Charles Cotton. On the 4th Feb. 1806, he assumed the command of the Audacious 74.

Among the captures made by Captain Gosselin, in the Syren and Latona, were several French and Spanish privateers. One of the latter was the Amphion, of twelve guns and seventy men.

On the 19th May, 1806, the Audacious, then forming part of a squadron under Sir Richard J. Strachan, sailed from Plymouth in pursuit of six French line-of-battle ships; and on

the 8th Aug., after having cruised for some time off Madeira and the Canaries, anchored in Carlisle Bay, Barbadoes. A few days afterwards, when about eight degrees to the northward of that island, she was totally dismasted in a hurricane. In 1807, we find her attached to the Channel fleet; and in the beginning of 1808, employed in the blockade of Ferrol. She subsequently accompanied the army under Sir John Moore from the Downs to Sweden. This force came back to England under her protection in the month of July following.

In Aug. 1808, Captain Gosselin, with Sir Harry Burrard and other general officers as his guests on board the Audacious, convoyed a large body of troops to Portugal; and after their debarkation at Mariera, proceeded to the River Tagus, where he continued under the orders of Sir Charles Cotton, until the retreat of Sir John Moore to Coruña, from whence he escorted home a fleet of transports. In Jan. 1809, he received the thanks of both Houses of Parliament, for his "unremitted exertions" in embarking the army after the battle of Coruña, the official despatches relative to which were written by Lieutenant-General Sir John Hope, on board the Audacious.

Captain Gosselin resigned his command in Mar. 1809; and was prevented by ill-health from accepting a subsequent appointment to the Cressy 74. He obtained the rank of flag-officer on the 4th June, 1814; and became a Vice-Admiral in May 1825.

The subject of this memoir was married, Mar. 18th, 1809, by the Archbishop of York, to Sarah, daughter of the late Jeremiah Hadsley, Esq., of Ware Priory, Herts.

SIR CHARLES ROWLEY, K. C. B., K. M. T.

Vice-Admiral of the White.—One of the Lords Commissioners of the Admiralty, and a Groom of his Majesty's Bedchamber.

(*Vol. I. Part II. p.* 672.)

This officer is the fourth son of the late Vice-Admiral Sir Joshua Rowley, Bart., by Sarah, daughter of Bartholomew Burton, Esq., Deputy-Governor of the Bank of England, and a grandson of the late Sir William Rowley, K. B., Ad-

miral of the Fleet, Vice-Admiral of England, and a Lord of the Admiralty, who died on the 1st Jan. 1768.

The subject of this memoir was made a lieutenant in 1789; and appointed acting captain of the Hussar frigate in the summer of 1794. He subsequently commanded the Lynx sloop, and captured numerous French merchant vessels, on the North American station. In Mar. 1796, being then acting captain of the Cleopatra frigate, he captured l'Aurore, French privateer, of ten guns. He afterwards resumed the command of the Hussar, at Halifax, and continued in that ship until paid off, about the end of the same year. His advancement to post rank took place on the 1st Aug. 1795.

We next find Captain Rowley commanding l'Unité 36, and displaying great firmness during the general mutiny in 1797. He subsequently captured the French 18-gun corvette Découverte, the brig-privateer Brunette, of ten guns and eighty men, and several other armed vessels, on the Channel station.

Captain Rowley left l'Unité, in consequence of bursting a blood-vessel; but after the lapse of a few months, he was appointed to the Prince George 98, flag-ship of his brother-in-law, the late Admiral Sir Charles Cotton, Bart. In the spring of 1801, he was removed into the Boadicea frigate, and entrusted with the command of a light squadron, employed in Quiberon Bay, where he greatly molested the enemy. On the 20th Aug. following, his boats, in company with those of the Fisgard and Boadicea frigates, cut out from the harbour of Coruña, a new Spanish national ship, El Neptuna, pierced for twenty guns, a gun-boat mounting one long 32-pounder, and a merchant vessel.

In 1804, Captain Rowley commanded the Ruby 64, successively employed in the North Sea and off Cadiz, on which latter station, whilst under the orders of Sir John Orde, he destroyed two of the enemy's privateers. Subsequently to his return from thence, we find him stationed off the Scheldt; and in Nov. 1805, appointed to the Eagle 74, destined to the Mediterranean, which ship he joined at Spithead.

The Eagle formed part of the squadron under Sir W. Sidney Smith, employed in disarming the coasts of Naples and Calabria, in the summer of 1806. The following are ex-

men, having on board 130 soldiers and three hundred tons of wheat, from Trieste bound to Corfu, Nov. 27th, 1811. At this period Captain Rowley was the senior officer in the Adriatic.

On the 20th July 1812, the marines of the Eagle, and a military detachment under Captain Rutherford, of H. M. 35th regiment, stormed and destroyed the battery of Cape Ceste. On the 22d of the same month, her boats, commanded by Lieutenant Augustus Cannon, captured a Franco-Venetian gun-boat; and in Sept. following, that officer was mortally wounded while making a successful attack upon an enemy's convoy, near the mouth of the River Po: two gun-boats and fifteen armed merchant vessels, the latter laden with oil, were captured on this occasion.

In June, 1813, the boats of the Eagle, in conjunction with those of the Elizabeth 74, destroyed a two-gun battery at Omago, on the coast of Istria, and brought out four vessels laden with wine, which had been scuttled near that town. At the same time the marines of those ships obliged about 100 French soldiers to decamp. Captain Rowley's gallant conduct at the capture of Fiume, July 3d, 1813, was highly conspicuous, as will be seen by the following copy of an official despatch, addressed to the commander-in-chief on the Mediterranean station:—

"*H. M. S. Milford, off Porto Ré, July 6th*, 1813.

"Sir,—I have the honor to acquaint you, that on the 28th ult. I left Melada, and on the 30th, assembled the Elizabeth and Eagle, off Promontorio. On the 1st inst. the squadron entered the Quarnier Channel, and on the 2d, in the evening, anchored about four miles from Fiume, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the ships named in the margin * weighed with a light breeze from the S. W. with the intention of attacking the sea line of batteries (for which the arrangement had been previously made and communicated), leaving a detachment of boats and marines with the Haughty, to storm the battery at the mole head, as soon as the guns were silenced; but the wind very light, shifting to the S. E., with current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well-directed fire of that ship. This being communicated by telegraph, I made the signal to storm, when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the king's

* Milford 74, Elizabeth 74, Eagle 74, Bacchante 38, and Haughty gun-brig.

tracts of that officer's public letter, reporting the capture of the island of Capri :—

"Capri, from its situation, protecting the coasting communication southward, was a great object for the enemy to keep, and by so much one for me to wrest from him. I accordingly summoned the French commandant to surrender (May 11th, 1806), and, on his non-acquiescence, directed Captain Rowley to cover the landing of marines and boats' crews, and caused an attack to be made under his orders. That brave officer placed his ship judiciously, nor did he open his fire till she was secured, and her distance marked by the effect of musketry on the quarter-deck, where the first lieutenant, James Crawley, was wounded, and a seaman killed. An hour's firing from both decks of the Eagle, with that of two Neapolitan mortar-boats, drove the enemy from the vineyards within their walls ; the marines were landed, and gallantly led by Captain Bunce ; the seamen, in like manner, under Lieutenants Morrell and Redding, of the Eagle and Pompée, mounted the steps, for such was their road, headed by the officers, nearest to the narrow path, by which alone they could ascend. Lieutenant (W. F.) Carroll had thus an opportunity of particularly distinguishing himself. Captain Stanners, commanding the Athenienne's marines, gallantly pressing forward, carried the heights, and the French commandant fell by his hand ; this event being known, the enemy beat a parley, * * * the capitulation annexed was signed, and the garrison allowed to march out, and pass over to Naples, with every honor of war."

The loss sustained by the Eagle on this occasion amounted to no more than two men killed, and her first lieutenant and ten men wounded. Captain Rowley was afterwards severely injured by a shell, while employed on shore in the defence of Gaieta, to which fortress, on hearing of the straitened circumstances of its garrison, he had hastened from the Bay of Naples. Previously to the surrender of Gaieta by the Neapolitan Governor, Captain Rowley brought off the guns which before his arrival had been landed from British men-of-war. He likewise superintended the embarkation of the troops of His Sicilian Majesty.

The Eagle was attached to the grand armament sent against Antwerp, in 1809 ; and we find part of her officers and crew employed in the defence of Fort Matagorda, near Cadiz, in April, 1810 *. She captured the French frigate Corceyre, pierced for 40 guns, mounting 28, with a complement of 170

* See Vol. III. Part I. p. 212, *et seq.*

colours, whilst Captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of the Milford and Bacchante, and early evacuated. Captain Rowley, leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece placed in the centre of the great street; but the marines, headed by Lieutenants Lloyd and Nepean, and the seamen of the boats, proceeded with such firmness, that the enemy retreated before them, drawing the field-piece until they came to the square, where they made a stand, taking post in a large house. At this time the boats with their carronades, under Captain Markland, opened against the gable end of it with such effect, that the enemy gave way at all points, and I was gratified at seeing them forsake the town in every direction. Captain Hoste, with his division, followed close to Captain Rowley, and on their junction, the two batteries, with the field-piece, stores, and shipping, were taken possession of, the governor and every officer and man of the garrison having run away. Considering the number of troops in the town, above three hundred and fifty, besides natives, our loss has been trifling; one marine of the Eagle killed; Lieutenant Lloyd, and five seamen and marines wounded. Nothing could exceed the spirit and disposition manifested by every captain, officer, seaman and marine, in the squadron.

"Although the town was stormed in every part, by the prudent management of Captains Rowley and Hoste, not an individual has been plundered, nor has any thing been taken away, except what was afloat, and in the government stores.

"I herewith send a return of the property and vessels captured, and have the honor to be, &c.

(Signed) "T. F. Fremantle, Rear-Admiral."

"*To Vice-Admiral Sir Edward Pellew, Bart. &c.*"

"*A List of Vessels, Stores, &c. taken and destroyed at Fiume, on the* 3*d July*, 1813.

"Ninety vessels, more than half of the smaller class were returned to the proprietors, thirteen sent to Lissa, laden with oil, grain, powder, and merchandise; the rest were destroyed. Fifty-nine iron guns (part only mounted), rendered totally useless. Eight brass 18-pounders and one field-piece, taken away, five hundred stand of small arms, two hundred barrels of gunpowder, rations of bread for 70,000 men, and two magazines, with stores, &c., burnt.

(Signed) "T. F. Fremantle."

On the 5th July 1813, the squadron under Rear-Admiral Fremantle moved from Fiume to Porto Ré, then abandoned by the enemy. A detachment of boats went up to Bocca Ré,

where thirteen vessels were scuttled; one of them only could be recovered. The guns at this place, ten in number, were rendered useless, the carriages burnt, and the works blown up. At Porto Ré, the enemy had spiked the guns, and thrown their ammunition into the sea. Two days afterwards, the fortress of Farasina, mounting five 18-pounders, was attacked by the Eagle, and after some resistance, stormed and destroyed, under cover of her fire, by a party of seamen and marines; the former, headed by Lieutenants Richard Green and William Hotham, the latter by Lieutenant Samuel Lloyd.

Sailing along the coast of Istria, Aug. 2d, 1813, in company with the Bacchante frigate, Captain Rowley discovered a convoy of twenty-one sail at anchor in the harbour of Rovigno. Conceiving the capture of them feasible, he communicated his intentions to Captain Hoste, who led in, and a firing was commenced on the batteries. After some resistance they were abandoned; when the royal marines of each ship landed, drove the enemy out of the town, disabled the guns, and demolished the different works, without suffering any other accident than one private, belonging to the Eagle, wounded. The enemy scuttled the greater part of the vessels; but by the active exertions of the officers and men employed, the whole were either completely destroyed or brought off, and others, building or under repair, burnt.

The operations against Trieste, in which Captain Rowley bore a most conspicuous part, are thus detailed by Rear-Admiral Fremantle:

"*H. M. S. Milford, Oct.* 31*st*, 1813.

"I arrived at Capo D'Istria on the 21st ultimo, and remained there, in constant correspondence with General Count Nugent, who was harassing the army of the Viceroy * on his retreat, until the morning of the 5th instant, when I sailed for Trieste. Count Nugent, who continued to follow the enemy, left some troops near Trieste, and the port was completely blockaded by sea. On the 10th, about noon, the enemy surprised us by opening a masked battery upon the Milford. The marines and two field-pieces were landed. On the 11th, Count Nugent returned

* Eugene Beauharnois.

from Gorizia, having obliged the Viceroy to pass the Isonzo. It was then determined to lay siege to the castle. By the 16th, in the morning, we had twelve guns in two batteries, which opened their fire and continued nearly the whole day; towards the evening the enemy was driven from the Windmill, which was taken possession of by the Austrian troops, and two howitzers advanced there. The firing was continued occasionally until noon on the 23d, by which time Captain Rowley had got a 32-pounder within two hundred yards of the Shanza, where there was a strong building with one gun, and loop holes in it, standing upon a hill, with a wall round it nearly fourteen feet high, an officer and sixty men.

"We had had some communication with the castle in the morning, and the truce was broke off at a very short notice by the enemy, who opened on all sides. The 32-pounder was fired upon the Shanza. The first shot the gun recoiled, and the ground giving way, it fell backward off the platform, which was six feet above the level. It was fine to see Captain Rowley and his people immediately get a triangle above the work, and the 32-pounder with its carriage, run up to its place again under a shower of grape and musketry, which occasioned a severe loss. Towards evening, the enemy in the Shanza held out the white flag, and surrendered to Captain Rowley. Having now possession of the Shanza, which commanded the castle and the Windmill hill, we set to work upon some advanced batteries within four hundred yards of the castle; but the weather was so wet, and the labour so great, that it was not until the morning of the 29th that they were complete, when the enemy acceded to our altered propositions for surrendering the castle. We were prepared to have opened with eleven 32-pounders, twelve 18-pounders, four mortars, and four howitzers.

"Every captain, officer, and person in the squadron has done his duty. Captain Rowley has been, as usual, most prominent on every occasion. I admired the example he shewed at the attack of the Shanza, with the courage and activity of Lieutenants Hotham and Moore, and Mr. Hibbert, midshipman of the Eagle. Captain Angelo, of the 21st regiment, was foremost in shewing where to place fascines to protect the men, whilst the gun was getting up.

"I beg to recommend to the Lords Commissioners of the Admiralty, Captain Moresby, of his Majesty's sloop Wizard. He commanded one of the batteries from the 16th until the 24th, when he was ordered to form a battery with four 32-pounders, within breaching distance: in the course of fifty-six hours, under all the disadvantages of weather, &c. he, with fifty men from the Milford, and twenty from the Wizard, completed the whole without any assistance whatever. And I must also mention the good conduct of Mr. William Watts, acting master of the said sloop, who was severely wounded. Captain Dunn, of the Mermaid, was also very assiduous on every occasion. Captain Markland commanded the marines, and I have to thank him for exerting himself in every way; particularly in the arrangements of stores and provisions. We have at times

had one thousand two hundred men on shore, at work and in the batteries, and the general good conduct of the officers, seamen, and marines, with the harmony that has invariably subsisted between the Austrian troops and our people, is quite gratifying to me.

"When we opened against the citadel it contained eight hundred Frenchmen, forty-five large guns, four mortars, and four howitzers.

"The consequences of the taking this place will be felt throughout this country; and General Nugent has deservedly all the merit of having liberated these provinces in the space of two months, with so small a force. About fifty sail of vessels were taken in this port. Our loss has not been so great as might have been expected under all the circumstances." —(Eagle, 4 killed, 7 wounded—total loss, 10 slain, 35 wounded).

Captain Rowley continued to serve in the Adriatic until the fall of Ragusa made the allies masters of every fortress in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that sea. In April 1814, he attended Louis 18th from England to France; and in the following month, he obtained the royal permission to accept and wear the insignia of a Knight of the Imperial Military Order of Maria Theresa, which had been conferred upon him by the Emperor of Austria, "in testimony of the high sense entertained by that sovereign of his distinguished gallantry and services." He was advanced to the rank of rear-admiral on the 4th June 1814, nominated a Knight Commander of the Most Honorable Military Order of the Bath, Jan. 2d, 1815; and appointed to the chief command in the River Medway, towards the close of the latter year.

Sir Charles Rowley's next appointment was, in the autumn of 1820, to be commander-in chief on the Jamaica station, then much infested with pirates. Immediately on those desperadoes attempting to insult the flag of Great Britain, this active officer took such effectual steps that many vessels were captured and destroyed by the cruisers under his orders. Of the survivors of their lawless crews, about thirty were sentenced to death, and executed at Port Royal. He returned home, with his flag on board the Sybille 44, in May 1823; was promoted to the rank of vice-admiral in May 1825; nominated a Groom of His Majesty's Bed-chamber, Nov. 23d, 1832; and appointed one of the Lords Commissioners of the Admiralty, in Dec. 1834.

Sir Charles married Elizabeth, youngest daughter of the

late Admiral Sir Richard King, Bart., and sister to the recently deceased commander-in-chief at Sheerness. One of his sons, Richard Freeman Rowley, is a captain in the navy *; his youngest daughter is married to the Earl of Kinnoul.

SIR ROBERT WALLER OTWAY, Bart. K. C. B.

Vice-Admiral of the White, and one of the Grooms of His Majesty's Bedchamber in Ordinary.

(*Vol. I. Part II. p.* 691.)

The property acquired by one of this officer's ancestors, in Ireland, during the civil wars, is known by the name of Castle Otway. His father was Cooke Otway, Esq. an officer of dragoons; and his mother, a daughter of Sir Robert Waller, Bart. of Lisbrian, one of the commissioners of the Irish revenue, and M. P. for Dundalk (who died in Aug. 1780), was niece to Robert, first Viscount Jocelyn, a lawyer of great eminence, who filled the offices of solicitor and attorney-general in the reigns of George I. and II., and was nominated Lord High Chancellor of Ireland on the 7th Sept. 1739.

During the action between the Thorn and le Courier National, May 25th, 1795 †, a shot from the enemy broke Captain Otway's sword in two, whilst he was holding it across his legs, without doing him any injury.

Captain Otway's services during the Carib war in the island of St. Vincent ‡, having attracted the attention of Sir John Laforey, who had succeeded Vice-Admiral Caldwell in the chief command on the Leeward Islands station, he promoted him to post rank in la Matilde 24, but in consequence of a change at the Admiralty, and his commission as commander not having been confirmed, he was ordered by the new Board to resume his former situation as lieutenant of the Majestic. However, upon a representation of the circumstance by Sir John Laforey, Earl Spencer imme-

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* See Vol. III. Part II. p. 125.

† See Vol. I. Part II. p. 693. ‡ See *id. ib.*

diately posted him into the Mermaid 32, by commission dated Oct. 30th, 1795. The following is an extract of Sir John's letter, addressed to Evan Nepean, Esq. :—

" Upon this occasion, I cannot dispense with doing justice to Captains Vaughan and Otway, by a representation to their lordships of their merits. Upon my arrival at Martinique, the former, who commanded la Matilde, and the latter the Thorn sloop, were recommended to my notice in very strong terms by both the commanders-in-chief, for their great activity, diligence, and exertions in their line of duty. Captain Vaughan had been remarkably active in several instances; Captain Otway has particular and signal services to speak for him; for one, I will beg leave to refer to Vice-Admiral Caldwell's letter to you, Sir, dated at Spithead, the 29th July, 1795, which I have seen published, giving an account of his having captured a French ship of war, le Courier National, of eighteen 9 and 6-pounders and 119 men, by boarding her. He has had a present of a gold-hilted sword made him by the legislature of this island, for his activity and vigilance in the protection of it, when stationed here. The highest encomiums of him have been transmitted to me from the legislature of St. Vincent during their distresses, where I had sent him for their protection; and he has obtained my approbation of his gallant and spirited conduct there in more instances than one, particularly when there was a necessity for forcing a strong post the enemy possessed, and the land force was not sufficient; he landed with his men, and led the way to the attack, when the opposition was so great that the private men of the troops could not be induced by their officers to advance. I knew nothing of either of these gentlemen when I came here, but on account of their merit, I removed Captain Vaughan to the Alarm, a larger frigate, and gave post rank to Captain Otway in la Matilde."

The late Admiral George Bowen, who was captain of the Carnatic 74, and witnessed Captain Otway's conduct in destroying a Spanish guarda-costa, and saving the Trent and Ceres frigates from being wrecked in the Gulf of Mexico *, subsequently wrote to him as follows :—

" Those ships (without any flattery or compliment) would never have got off the shoal had it not been for your prompt and personal courage and seamanship. I sent you all my boats, and took the liberty of suggesting to you, by one of the lieutenants I sent, that as long as the Spanish gun-boats' heavy stern-chasers bore on the direction where the boats were towing out the anchors and cables, it would be impossible to save

* See Vol. I. Part II. p. 696.

either of the frigates; and also, that I observed from the mast-head, in the offing, that large detachments of cavalry were coming in all directions to protect the gun-vessel on shore. Upon your being informed of these circumstances, you took your own and the Carnatic's boats, gallantly rowed up to the gun-vessel, boarded and set her on fire; then got off your own frigate, by being able to lay out an anchor, and then heaved off Bagot's fine new frigate, which, upon his death shortly after, you had given to you as a reward for being the sole cause of saving both ships."

On the 7th April, 1799, eight days after the capture of l'Alexandre and le Revenge, French privateers, a Spanish armed brig, and some coasters, on the south side of Porto Rico*, the boats of the Trent cut out two Spanish armed vessels from Aguada Bay, at the N.W. end of the same island †.

The following is an extract of a letter written by Captain (now Sir Thomas) Ussher, in Nov. 1826:—

"I am most anxious to add my testimony to that of others in stating the meritorious and gallant services of my friend Sir Robert Otway, when I was lieutenant of the Trent. In a national point of view it is right to do so, for it is right that services and activity like his should be recorded as examples to the service. He is, in my humble opinion, one of the best seamen in the service, certainly that I ever sailed under, and as undoubtedly the most active. It is also most true of him, that he had courage to execute whatever his head planned, however daring might be the attempt. There was also so much method in his manner of carrying on the service, that his officers and men, though in a constant state of activity, had perhaps as much leisure as any other ship's company, and no one was more attentive to the comforts of both officers and men. I may also mention that the Trent was considered the most perfect man-of-war in the West Indies, and always ready to go into action in five minutes: there was no unnecessary display on board of polished bolts or nail-heads; but every rope and spar was in its place, and the decks constantly kept clear. When at sea, and after the men had been exercised at quarters, the captain visited every gun, and saw that it was ready and in order; after which inspection not a rope-yarn or chip was to be seen at or near any of the guns. With respect to nerve or presence of mind in real danger, no man possessed more; as an extraordinary instance of which I may state the following:

"When cruising off the coast of South America, I was ordered by

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* See Vol. I. Part II. p. 697.

† See Supp. Part I. p. 324, *et seq.*

Captain Otway (it being my watch on deck) to reconnoitre Laguira, and to stand well in for that purpose. As I knew what "stand well in" meant, I stood within gun-shot of the town; but the wind dying suddenly away, I went down and acquainted the captain of the circumstance, who, coming upon deck, and perceiving our critical situation, and that we should be exposed to a heavy fire from the batteries, it instantly occurred to him, that, having some Spanish prisoners on board, it would be a good opportunity to exchange them; and he instantly hoisted a flag of truce for that purpose. But at that moment a boat was observed coming from the shore; and on arriving alongside, Captain Otway was acquainted that an aide-de-camp of the governor and several people of distinction were in her, and that they had come to demand the surrender of the ship, considering her to be so near the batteries as to render useless any attempt to get away. He civilly invited them on board the Trent, and then sent a boat off to the governor, to say that if a shot was fired at the Trent, he would hang every Spaniard at the yard-arms, and blow the town about his ears. To make it appear that he was in earnest, he instantly began reeving yard-ropes and clearing for action, which so intimidated the governor, that he quietly replied, he would give him twenty-four hours to get from under the batteries. Thus by his promptitude, energy, and readiness, did we escape a Spanish prison.

"When we were cruising off the coast of Porto Rico, looking out for vessels expected along shore, Lieutenant Wiley, of the Sparrow cutter, came on board for orders, and to know how near the shore he was to keep; when Captain Otway told him he expected the Sparrow would always be at night *on the wash of the surf*. In this respect he always set a noble example himself; and it was a matter of perfect indifference to him whether it was a lee or weather shore; wherever the enemy was expected there was the Trent, with leads-man in the chains and anchors ready. With regard to sending boats on service, if the duty to be performed was considered dangerous, he generally went himself (as a volunteer), unless the situation of the ship required him to remain on board; and he several times did me the honor to come in the boat, advising, but not commanding."

When the fleet under Sir Hyde Parker, destined to act against the Northern Confederacy *, arrived in the Cattegat, a consultation took place between the flag-officers and senior captains, as to the best means of carrying into effect the object of the expedition; and it was at last decided that it should be by the Belt.

"Captain Otway was not present at the consultation; but after it had

* See Vol. I. Part II. p. 698.

broken up, and Nelson and the other superior officers had gone on board their respective ships, the signal was made for the fleet to make sail, and the Edgar (74) was actually leading through the Belt, when Captain Otway came to a knowledge of the measure which had been decided on. Though he was still a young post-captain, his comprehensive mind instantly told him, that if such measures were persevered in, the whole object of the expedition would be defeated; that the going round to Copenhagen by the tedious passage of the Belt, would be attended with difficulties which could never be surmounted by even the energies of British seamen, as the whole of the guns and heavy stores belonging to the line-of-battle ships must have been taken out, to enable them to pass the 'Grounds.' His situation was extremely delicate; the plan had been decided on by all the sages of the fleet; but with such a conviction on his mind, Captain Otway determined on laying his opinion before the commander-in-chief. Fortunately his intimacy with Sir Hyde Parker greatly facilitated this desirable object; and it was equally fortunate that Sir Hyde was not a man to persevere in an error when pointed out. The interview almost instantly took place, and the admiral as soon became convinced that he was not taking the shortest route to victory, which was speedily acknowledged by the captain of the fleet, the late Sir William Domett. The fleet was again brought to, and Captain Otway was sent to apprise Lord Nelson of the reasons. On explaining to his Lordship the alteration that had been made in the route, he exclaimed, 'I don't care a d—n by which passage we go, so that we fight them.' He determined to return with Captain Otway to the commander-in-chief, and, in consequence of the wind blowing fresh, was hoisted out in one of the boats; and on his arrival on board the London, every thing was finally arranged agreeably to the plan suggested by Captain Otway*."

The particulars relating to the attack on the Danish fleet before Copenhagen, we have detailed in our memoir of Sir Thomas Foley †.

"Owing to the London not forming part of the division ordered to engage the enemy, there appeared at the commencement of the battle but little probability of Captain Otway taking any share in it: yet he became one of the principal actors; and we will venture to say, that his services on that occasion were equal to those of any other officer employed, Lord Nelson's alone excepted. The early part of the action was viewed by him at a distance: it was an anxious period, and must have been mortifying to all those who, like himself, possessed an ardent desire to signalize themselves in such a contest. When Sir Hyde saw the cri-

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* *Ralfe's Naval Biography*, vol. 4. p. 11, *et seq.*

† See Vol. I. Part I. note at pp. 365—371.

tical situation of the squadron under Nelson, it became a question between him and the captain of the fleet whether he should make the signal to leave off action; but as that measure was strongly opposed by Captain Otway, it was determined that the captain of the fleet should proceed to Lord Nelson to ascertain the situation of affairs: he went below to adjust some part of his dress; but whilst he was so doing, Captain Otway solicited and obtained leave from Sir Hyde Parker to execute the intended mission. At this moment a boat was passing the London; she was instantly hailed, and Captain Otway pushed off in her, with that promptness and alacrity which are congenial with his whole conduct and character. The boat had on board a large hawser; but Captain Otway would not wait to have it discharged; and in that dangerous vehicle passed through the enemy's fire to the Elephant. Had a shot struck her, she must have sunk like a stone; but Captain Otway fortunately reached his destination in safety. Before he got on board, the signal to leave off action was made: it was, however, disregarded by Nelson; and as Captain Otway had *verbal authority from Sir Hyde Parker that the battle should continue if he saw there was a probability of success*, the action was continued till the enemy submitted; and Captain Otway had thus the opportunity of being present at that most interesting and important event. His exertions, however, did not terminate with the fight. On the 2d April he displayed his activity and courage; and on the 3d he became equally celebrated for judgment and presence of mind. But before we narrate his conduct on that occasion, we shall insert the particulars of the circumstance alluded to, from Clarke and M'Arthur's *Life of Nelson*. They say, 'Finding that one of the line-of-battle ships, the Zealand, which had struck the last, and was under the protection of the Trekroner, had refused to acknowledge herself to be a captured ship, and made some quibble about the colours and not the pendant having been hauled down, his Lordship ordered one of our brigs to approach her, and proceeded in his gig to one of the enemy's ships which were within that battery, in order to communicate with the commodore, whose flag was still flying on board the Elephanten. When he got alongside, he found it to be his old acquaintance Muller, whom he had known in the West Indies. He invited himself on board, and acted with so much ability and politeness towards his friend and the officers assembled, that he not only explained and gained the point in dispute about the Zealand, but left the ship as much admired by his enemies, as he had long been by those who were his intimate friends in his own fleet.' This account is followed by Mr. Southey, who, in addition, says, that 'it was a brig and three long-boats that Nelson ordered upon this service; and that when he had gained the point with the commodore, through his own dexterity and urbanity, the men from the boats lashed a cable round the Zealand's bowsprit, and the gun-vessel towed her away.' Now whatever merit belonged to this enterprise (and certainly it was merit of the very highest order), *it is due*

to Captain Otway, and to him alone. It was performed by him and a single boat's crew; and we will venture to affirm, that it stands unparalleled in naval history. In the first place, we have to observe, that *it was the Holstein, and not the Zealand*, which was the object in dispute: two officers had been sent to demand and get possession of her, *but had failed.* Lord Nelson then wrote a note to Sir Hyde Parker, stating that the Holstein had struck her colours in the action, but that when she was some hours after attempted to be taken possession of, the Danish captain refused to surrender, under the subterfuge that his *pendant was still flying;* and actually fired musketry (it being nearly dark) at the boats that were ordered to take possession of her. His Lordship then proposed that she should be peremptorily demanded; and concluded by saying, 'YOU HAD BETTER SEND OTWAY ON THIS DELICATE AFFAIR.'

"Such a mark of his Lordship's opinion of Captain Otway's judgment and abilities could not fail of being highly gratifying to his feelings: to be chosen to perform an important duty is at all times flattering; but to be selected to perform that which others with equal means had been unable to achieve, is the highest gratification that an heroic spirit can desire. Having obtained Sir Hyde Parker's permission to adopt and follow his own plan for the capture or recovery of the Holstein, Captain Otway instantly went on board the Eling schooner, hoisted a flag of truce, and anchored off the bow of the enemy's ship, which was at anchor within pistol-shot of one of the Crown batteries. Her pendant was still flying, though her colours were down, and she was preparing to warp into the arsenal. Seeing there was not a moment to be lost, Captain Otway immediately pushed alongside of her in the Eling's boat, having ordered the coxswain (a bold and determined character) to take the opportunity, while he was claiming the ship from the surviving officers, *to proceed, unperceived if possible, through the main-chains, into the main-top, haul down the pendant, and convey it into the boat.* Strange as this may appear, it was accomplished to the very letter, the attention of the whole crew being directed towards Captain Otway, who was standing on the quarter-deck demanding possession of the ship, which they still refused to give up, but referred him to their commodore, who was on board a two-decker close by in the arsenal; making use of their former plea, that the pendant (though it was then in the Eling's boat) *was still flying.* Thus far successful in his object, and his situation being such as, in the event of a discovery, would not have been a very pleasant one, Captain Otway gladly embraced the offer of a reference to the commodore. He accordingly proceeded to his ship in one of the Danish boats and accompanied by a Danish officer, having ordered the Eling's boat, containing the pendant, to return to the schooner. Finding on his arrival that the commodore spoke English very fluently, Captain Otway immediately entered on the object of his visit, and demanded that the ship should be given up. He was met with the old objection, that her colours

had been shot away in the action, and that she had not surrendered; as a proof of which he said her pendant still remained flying. But this argument had been effectually removed, and Captain Otway replied, 'I believe, Sir, you are even mistaken on that point.' With the utmost confidence the commodore requested him to walk to the stern-gallery, saying, 'I will soon convince you that it is you who are mistaken, and not I.' On seeing that the pendant was actually down, he expressed the utmost astonishment, but was constrained to acknowledge that she was a lawful prize, and sent an order by the Danish officer who had accompanied Captain Otway for her delivery! Captain Otway then hailed the Eling, and desired her commander to take possession of the Holstein, to cut her cable (the wind being off the land), and to make the signal for immediate assistance. The Harpy gun-brig instantly slipped her cable, and towed the prize out to the British fleet. During this transaction, Lord Nelson, who was rowing round the prizes, learned that Captain Otway was on board the Danish commodore, and seized the opportunity of following him, in order, as he said, to look round him, in the event of a renewal of hostilities. The arrival of a flag of truce was reported to the commodore, whilst himself and Captain Otway were taking some refreshment (the latter not having had any since the preceding day), and Captain Otway was informed that the officer in the boat wished to speak to him. On going upon deck he was equally pleased and surprised to find that the officer was Lord Nelson; he was immediately invited on board, when the chiefs recognized each other, having both commanded frigates in the West Indies at the same time. An interesting conversation immediately ensued, and the parties afterwards separated, mutually pleased and satisfied. Such are the particulars of Captain Otway's conduct on that memorable occasion, and will for ever stamp his name as an active, brave, and judicious officer." *

The following are extracts of letters from the late Admiral the Hon. Sir William Cornwallis, respecting the attack made on the Brest fleet, Aug. 22d, 1805 :— †

" Dear Holloway, ‡—It was a pleasing struggle the other day between Otway and Strachan; you will believe I was not in a hurry to put an end to such honorable zeal, happy, if we could have done any thing, to have had two such men at hand."

" Dear Otway,—I remember with much pleasure your services when under my command, and most particularly your anxious zeal and struggle

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* *Ralfe*, Vol. IV. p. 12, *et seq.*

† See Vol. I. Part II. p. 698, and Suppl. Part IV. p. 411, *et seq.*

‡ Lady Otway's father, the late Admiral John Holloway.

for the point of honor with Sir Richard Strachan, which I very much admired, at the time the enemy had ventured out of the harbour, but continued under their batteries near Brest. I can, I am sure, with the greatest truth say, that there is no officer whose services I should have preferred, either as a captain or an admiral."

At a subsequent period, Earl St. Vincent wrote to this officer as follows:—

"Dear Sir,—I have great pride and pleasure in bearing testimony to the correctness of your conduct in the Channel fleet, in the Montagu and Royal George; and I perfectly well remember the remark I made upon the good condition of the masts, yards, and furniture of the first named ship, when she rejoined after an uncommonly long cruise in the Bay, at a period when I had cause to complain of the number of masts and yards crippled through neglect and unskilful management; and I can with confidence declare, that when you arrived with the account of the impression made upon the floating and other batteries at Copenhagen, *the King would have been advised to confer some mark of distinction on you*, had not the ill state of his Majesty's health prevented it. I do farther declare, that, in my judgment, there is not an officer in his Majesty's navy of greater zeal and promise than Rear-Admiral Otway; and I foretel, that, *if justice is done him*, he will rival all the heroes of the last two wars.

(Signed) "St. Vincent."

In Feb. 1815, Rear-Admiral Otway received an address from Sir William John Struth, Knt., and six other gentlemen, then resident in London, who were members of the council at St. Vincent during the Carib war in 1795—6:—

"We," say they, "who have witnessed your conduct both on land and sea, can testify to it in repeated acts of personal bravery. We could state various instances in which we consider your claim to particular and distinguished notice as an officer as indisputable. We should not hesitate to recapitulate the instances alluded to, and we only omit to mention them in delicacy to your own feelings; but should it ever be necessary, we pledge ourselves to the proofs of your well-earned title to every dignity that valor can deserve or honor bestow on the defenders of the country. Were the whole of the surviving inhabitants of that disastrous period here with us, we are confident there would not be a dissenting voice to the sentiments we express, and the attachment we profess towards you; on the contrary, we are persuaded there would be but one unanimous suffrage to your unqualified deserts."

On the 20th Ap[illegible], 1815, the Earl of Egremont, when addressing the House of Lords on the subject of a recent

court martial, described Rear-Admiral Otway (the president) as "an officer honorable in his profession, and beloved in society; of whom it is impossible for any man who knows him to speak but in the highest terms of esteem, affection, and respect."

In the beginning of 1826, Rear-Admiral Otway was offered the chief command in the East Indies, which he declined, but shortly afterwards accepted the appointment of commander-in-chief on the South American station. On this occasion he received a letter from his present Majesty, dated Bushy Park, Feb. 19th, of which the following is an extract:—

"The appointment to the command in South America is, I trust, acceptable to you. Under the very extraordinary situation of those countries off which you will have to cruise, the command cannot fail being interesting; and I rejoice that so cool and valuable an officer as yourself has been selected for this singular and especial purpose. The Duchess unites with me in every kind wish towards *Mrs.*, but I trust shortly *Lady*, Otway, to whom I beg to be particularly remembered.

(Signed) "WILLIAM."

This excellent officer was nominated a Knight Commander of the Most Honorable Military Order of the Bath in June 1826; advanced to the rank of Vice-Admiral on the 22d July, 1830; appointed one of the Grooms of his Majesty's Bedchamber in Ordinary, Dec. 23d, 1830; and created a Baronet of the United Kingdom in Sept. 1831.

RIGHT HON. JOHN LORD COLVILLE,

Vice-Admiral of the Blue.

(Vol. I. Part II. p. 754.)

THIS officer was born in the year 1768. He entered the royal navy under the auspices of Sir George B. Rodney, and was present at the defeat and capture of Count De Grasse, April 12th, 1782. As first lieutenant of the Santa Margaritta frigate, Captain (afterwards Sir Eliab) Harvey, we find him assisting at the capture of all the French West India islands, by the naval and military forces under Sir John Jer-

vis and Sir Charles Grey, in 1794 *. He subsequently served in the active squadron commanded by Sir John B. Warren, off Brest, where he assisted at the destruction of a French frigate (la Felicité) and two corvettes (l'Alert and l'Espion) in Aug. 1794 †. His next appointment was to the Impregnable 90, Captain (afterwards Sir Andrew) Mitchell, attached to the Channel fleet, from which ship he appears to have been promoted to the command of the 18-gun-brig Star, one of the first vessels of that description ever armed with 32-pounder carronades, in 1795. He continued in that sloop, principally in the North Sea (under the orders of Lord Duncan), and on the Channel station, until posted, Dec. 6th, 1796. Previous to his commissioning l'Ambuscade, in 1800, he had acted for some time as captain of the Penelope frigate, and been entrusted with the command of the squadron stationed off Havre ‡.

The following correspondence took place after the loss of the Romney, near the Texel, and the consequent captivity of her commander, officers, and crew:

"Rear-Admiral Kirkhert" (*commander-in-chief of the Batavian fleet*) to the Britannic Captain Colville, at the Helder.

"*Brutus, in the New Diep, 22d Nov.* 1804.

"Sir,—Having learnt this morning that the crew of the Romney have not been treated according to my intention, I have sent two officers to make the necessary arrangements, and to give such orders as will insure that they shall be so treated henceforward as to prove that they are no longer considered as enemies; and I beg you to be assured, that so long as yourself and countrymen shall continue under my care, it shall be my endeavour to prove to you how desirous I am to soften the rigour of your misfortunes. I have stationed on shore a naval officer, called Toussaint, in order that you may avail yourself of the opportunity which will be offered through him of conveying to me any complaint, if, contrary to my wishes, any cause should arise; and if you should have occasion to make any request of me, you may send it by one of your officers, who, under the conduct of the above-named lieutenant, will be at liberty to go at all times wherever you may desire. The application which you have made for shirts, &c. for your people, shall be forwarded

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* See Vol. I. Part I. p. 19. † See *id.* p. 213, *et seq.*

‡ The name of the former ship was afterwards changed to the "*Seine.*"

to Government, because there are not the means of procuring them here. I have the honor to salute you.

(Signed) "A. KIRKHERT *."

"CAPTAIN THE HON. JOHN COLVILLE TO REAR-ADMIRAL KIRKHERT.

"*Helder*, 1*st December*, 1804.

"Sir,—Previous to leaving this place, where our captivity has been rendered so void of its usual attendant sufferings, permit me to offer to you, on the part of myself and fellow sufferers, late of H. B. M. ship Romney, the only proof that the unfortunate like ourselves can offer of their gratitude, in the unfeigned assurances that the recollection of the humane attentions we have experienced from you can never be erased from our memories.

"To Captain Verdooren, and the other captains and officers of the ships under your command, we request you to tender our assurances of the sense we feel of all their kindness to us.

"I will not trespass on your time with a long letter; the recollection of having exercised to the unfortunate all the kindest offices of humanity must be sufficiently gratifying to Admiral Kirkhert; but we should feel in some measure unworthy of them, had we departed from the Helder without offering this humble tribute of our gratitude.

"Permit me, Admiral, to assure you of the very high consideration and respect with which I have personally the honor to be, &c.

(Signed) "J. COLVILLE †."

L'Hercule ‡ formed part of the fleet under Admiral Gambier, at the siege of Copenhagen in 1807; and on her return from thence was ordered to the coast of Portugal. His Lordship commanded the Queen, 74, between three and four years, and was employed in her on the coasts of France and Spain, as well as in the North Sea and West Indies, from which latter station he escorted home, without the loss of a single vessel (even missing), the last Leeward Island convoy, consisting of no less than 370 sail. Before giving up the command of that ship, he assisted in bringing home the army which embarked in the Garonne, after the peace with France, in 1814.

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* The above is translated from the original in French.

† This copy of Captain Colville's original letter to his generous and humane enemy, we have obtained since the publication of our first volume, containing as perfect an account of his services as we were then able to produce. That which we published as a copy, in 1823, is, it now appears, merely a re-translation from the Dutch papers.

‡ See Vol. I. Part II. p. 756.

Lord Colville retained the chief command on the Irish station until May 1825; and was advanced to the rank of Vice-Admiral on the 22d July, 1830.

SIR EDWARD HAMILTON, Bart., K. C. B.

Rear-Admiral of the Red.

(Vol. I. Part II. p. 829.)

On the 22d Jan. 1802, a court-martial assembled on board the Gladiator 44, in Portsmouth harbour, to try Sir Edward Hamilton, then captain of the Trent frigate, for seizing his gunner, Mr. William Bowman, up in the main rigging, on the 11th of that month.

The first lieutenant of the Trent stated in his evidence, that Sir Edward, on going out of the ship, between nine and ten o'clock in the forenoon, gave very particular orders to have the guns and carronades on the quarter-deck cleaned, which orders he repeated to the gunner; that Sir Edward returned about eleven o'clock, swore his orders had not been complied with, called the gunner a d——d old rascal, and instantly ordered him and his whole crew to be seized up in the rigging. The witness further stated, that the guns, carriages, &c. appeared to him to have been remarkably well cleaned. A rope-yarn, or part of a swab, lay on the muzzle of one carronade; the carriage of another was marked by the feet of the top-men ascending the shrouds, which he explained to Sir Edward, but to no purpose. These facts were corroborated by other officers and the quarter-master of the watch. It appeared that the gunner, an elderly man with a family, remained seized up about an hour and a half, and requested the surgeon, who was walking the quarter-deck, to represent to Sir Edward, that if he was not taken down he should faint:—that, in consequence of the surgeon's representation, he was taken down and brought aft, where he actually fainted; that he requested Sir Edward repeatedly, if culpable, to try him by a court-martial, and, in pity to his age and infirmities, not to seize him up. This transac-

tion took place during frosty weather. The gunner's crew were kept up in the rigging until half-past three in the afternoon.

Sir Edward Hamilton, in his defence, said, that motives of humanity had often restrained him from bringing the gunner to a court-martial for repeated intoxication, as he had a family, and was an old man; that he had not the least intention to hurt him; and that the punishment was ordered in the heat of violent passion, in consequence of the gunner having disobeyed his orders. After maturely and considerately weighing the whole of the evidence, as well as Sir Edward Hamilton's defence, the Court were of opinion that the charge had been proved, and therefore sentenced him to be dismissed his Majesty's service. Sir Edward was restored to his former rank in June 1802.

ADDENDA TO CAPTAINS.

PETER RIBOULEAU, Esq.

(Vol. II. Part II. p. 560.)

Entered the royal navy in 1780, then only eleven years of age, as midshipman on board the Prince William 64, Captain Stair Douglas *, which ship accompanied Sir Samuel (afterwards Lord) Hood to the West Indies, and formed part of the fleet under his command in the action with Count De Grasse, off Martinique, April 29th, 1781 †. He subsequently served under Captain Douglas in the Triumph 74, Grafton 74, and Cambridge 80. In 1783 he left the latter ship and joined the Assistance 44, Commodore Sir Charles Douglas, under whom we find him serving, in the West Indies and on the Halifax station, till the end of 1786. He was then removed to the Actæon troop-ship.

Towards the close of 1789, Mr. Ribouleau was received on board the Goliah 74, Captain Sir Andrew Snape Douglas, under whom he served in that ship and the Alcide, 74, for a period of three years. The latter formed part of Lord Howe's fleet during the Spanish armament.

At the commencement of the French revolutionary war, Mr. Ribouleau was serving on board the Duke 90, flag-ship of Lord Hood, with whom he soon afterwards proceeded to the Mediterranean, in the Victory first rate. Previous to the occupation of Toulon, in 1793, he was taken prisoner by the republican fleet in the outer harbour, while conveying a letter from the commander-in-chief to Lieutenant (afterwards Captain) Edward Cooke, then employed in negociating with the Committee-General for the surrender of that city and its

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* Uncle to the late Rear-Admiral Stair Douglas.

† See Vol. II. Part I. p. 62.

defences *. On regaining his liberty, during the confusion which arose from conflicting opinions among the French sailors, he was immediately promoted to the rank of lieutenant, and appointed aide-de-camp to Captain George K. Elphinstone †, governor of Fort la Malgue and its dependencies ‡. Whilst in the power of the rebel commodore, St. Julien, he suffered much ill treatment.

After the evacuation of Toulon, Lieutenant Ribouleau was appointed, through the intervention of Captain Elphinstone, to take charge of l'Arethuse frigate, manned with a Jacobin crew, under the Bourbon colours, in which ship he accompanied two other French men-of-war and a large convoy to England, escorted by the Robust 74. On his arrival he was removed into the Glory 98, Captain John Elphinstone, under whom he served at the glorious battle of June 1st, 1794 §.

Lieutenant Ribouleau's next appointment was to the Barfleur 98, flag-ship of Sir George K. Elphinstone, attached to the Channel fleet. In the beginning of 1795, he followed that officer into the Monarch 74; and on the 2d April in the same year sailed with him for the Cape of Good Hope. During the operations against that colony ||, he served on shore with a party of seamen.

The Monarch subsequently proceeded to Madras, where Mr. Ribouleau, then first lieutenant, was promoted to the rank of commander, and sent home, in a merchant ship, with despatches announcing the surrender of Columbo and its dependencies, in the island of Ceylon ¶. In 1800, he commanded the Astræa troop-ship, employed in conveying part of the guards to Vigo, and afterwards attached to the Egyptian expedition.

An account of the landing of the British army in Aboukir Bay will be found in our memoir of Admiral Sir Alexander I. Cochrane **. The following are extracts of Sir W. Sidney

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* See *Naval Chronicle*, Vol. II. 378, *et seq.* † The late Viscount Keith.
‡ See Vol. I. Part I. p. 46. § See *id.* p. 76.
|| See *id.* p. 47, *et seq.* ¶ See *id.* note at p. 49, *et seq.*
** See *id.* note † at p. 259, *et seq.*

Smith's official letter to Lord Keith, relative to the memorable battles of Mar. 8th, 13th, and 21st, 1801, on which latter day the heroic Abercromby received his mortal wound:—

"*March* 14*th*.

"It would be superfluous for me to relate to your Lordship the admirable manner in which the officers and men you appointed me to command went into action with me on the day of the disembarkation, as you were yourself a witness of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and must, as well as myself, have admired the bravery, activity, and perseverance of Captains Ribouleau, Guion, Saville, Burn, and Hillyar, together with that of the officers and seamen under their orders; by whose unparalleled exertions the cannon were disembarked at the same moment with the troops, and moved forward with them in action. * * * * * * The determined courage of this gallant army in the close contest they had to maintain on the beach, at the critical time of forming, secured the victory to us on that day; and it is with heartfelt satisfaction that I have now to congratulate your Lordship on the brilliant success of the army yesterday. * * * * * * * * * * The commander-in-chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praiseworthy than on the day of disembarkation; the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line; which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of the enemy. * * * * * * Captain Ribouleau, *the senior commander*, exerted himself in the most praiseworthy manner along the whole line on shore." §

"*March* 22*d*.

"The menaced attack of our whole line took place just before daylight yesterday morning. The army was under arms to receive the enemy; the same order, steadiness, and courage which gave victory to our excellent army on the two former occasions, have again given us a most complete one. * * * * Captain Ribouleau, the other commanders, officers, and seamen attached to the field-pieces in the line, behaved with their usual energy and bravery: they have been indefatigable in the

§ See Vol. II. Part II. p. 852, *et seq.*

execution of all the arduous duties required of them, and merit your Lordship's approbation." *

On Sir Sidney Smith rejoining his ship, Captain Riboulcau succeeded to the command of the naval detachment on shore, where he continued until obliged by ill-health to re-embark. On his return home, he was advanced to post rank for his services in Egypt, by commission dated April 29th, 1802. His next appointment, the only one he could obtain during the late war, was, in 1803, to the sea fencibles. From Mar. 1822, until May 1825, he commanded the Semiramis frigate, flag-ship of Rear-Admiral Lord Colville, on the Irish station.

SAMUEL WARREN, Esq. C. B.

(*Vol. II. Part II. p.* 572.)

This officer was appointed to the William and Mary yacht, July 22d, 1830, and captain-superintendent of Woolwich dock-yard, with the full powers and authority of a commissioner, Dec. 1st, 1831.

CHARLES BULLEN, Esq. C. B.

(*Vol. II. Part II. p.* 600).

This officer commanded the African squadron from May 1824 until June 1827, a period of three years and one month; in which comparatively short time no less than 10,814 slaves were taken, besides vessels with slave cargoes. During the Ashantee war, he "rendered cordial co-operation and assistance" to his Majesty's troops, as was publicly acknowledged by their commandant, Lieutenant-Colonel Sutherland. The Maidstone frigate, bearing his broad pendant, lost seventy-two of her officers and ship's company whilst on that station. By promotions, invaliding, vacancies, and deaths,

* See Vol. II. Part I. p. 385, *et seq.*

she had twenty-nine lieutenants, four pursers, and two surgeons, appointed to her. He paid off that ship at Portsmouth, Sept. 15th, 1827; and was appointed captain-superintendent of Pembroke Dock-yard on the 16th July 1830.

JOHN HAYES, Esq. C. B.

This officer's proficiency in the important science of naval architecture, has been noticed at p. 682 of Vol. II. Part II., which portion of our work was written during the absence of his first experimental ship, the Champion 18, on a cruise to the westward of Scilly, in company with the Thetis frigate and two sloops of war, the Orestes and Pylades, built by Professor Inman and Sir Robert Seppings.

Throughout the various trials which took place on that occasion, and were conducted so perseveringly, and in such a manner, by Captain Sir John Phillimore, of the Thetis, as to prove the ships under all circumstances, so that every excellency in each might be fairly ascertained, it was evident that the Champion could carry more sail, and worked quicker, and behaved better, in a gale of wind and a heavy sea, than either of her consorts. Every subsequent account proves her to be a very superior vessel.

In Dec. 1826, Captain Hayes commissioned the Wolf 18, a second corvette built on fixed principles known by no other person. The Lords of the Admiralty had some time before "made him a grant of £1000, as their first compensation, in consideration of the benefits he has rendered to his country by his improvements in ship-building, as exemplified in the Champion and the Arrow cutter*." His 28-gun frigate Challenger, built at the same time as the Wolf, and likewise commanded by him, is thus spoken of by one of her officers, in a letter dated April 28th, 1827:

"The Challenger is the finest vessel I ever saw; excellent quarters, the best accommodations, and every good quality. We carry our ports

* See p. 355.

5 ft. 7 in. out of the water; stow four months provisions under hatches; 27 tons of water in tanks, and 30 in casks. Our rate of sailing is as follows:—On a wind, under all sail, light breeze, eight and nine miles an hour; with top-gallant sails, more wind, nine and ten miles an hour; off the wind, under the above sail, from eleven to thirteen miles an hour. She sits like a duck on the water, never wets her main-deck, and is a most excellent sea-boat. To-day we started with the Sapphire 28, and distanced her completely."

Respecting the Challenger and Wolf, Mr. R. Beecroft, late master of the Crocodile 28, has thus written to Captain Hayes:

"As you may not have heard from any other source of the following circumstance, which is so very favorable to the Challenger and Wolf, I take the liberty to communicate it to you. While those two vessels were on the East India station, they were ordered to Canton, and had to make the passage from Singapore, across the China Sea, during the height of the N. E. monsoon; consequently had to work up the whole way—the latter through the Palamon passage, and the Challenger direct. Both performed it with ease and expedition, though it is considered very difficult at such times, and impracticable to any but good ships. We tried the same passage in the Crocodile, at an earlier period, before the monsoon had reached its greatest strength, and when the sea was comparatively smooth; but the ship only reached up to the North Natanas, after three weeks trial, and we ultimately had to abandon it altogether, and bear up for Singapore."

In 1827, Captain Sir Charles Malcolm, then just appointed Superintendent of the Bombay Marine, promised Captain Hayes he would order a ten-gun brig to be constructed on his principle. In 1830, he addressed him as follows:

"I did intend writing to you long ago, but have put it off from time to time, to have a report of a trial between the Euphrates and Tigris brigs—the former built from a plan of the navy board, and the latter on your plan. They are both superior vessels: the Tigris is by far the handsomest of the two; and Captain Sawyer says she is the best sea-boat of all the men-of-war, and the best sailer. She is the first vessel that has made the direct passage to the Gulph of Persia in the height of the S. W. monsoon; and I have no hesitation in saying, that upon the whole, the Tigris is by far the finest vessel of her class now in existence."

With respect to the experimental cutters and ships built by Captain Hayes, we can but add, that they all have

performed precisely as he predicted. He clearly pointed out that the restrictions respecting tonnage would prevent them from being so perfect as a greater scope would enable him to make them, but that each should, notwithstanding, prove superior to her class at the time in existence; and in this he has been most decidedly borne out. The constructing a cutter, named the Seaflower, to sail on an even keel, was at the time considered and stated to be an act of insanity, notwithstanding which she beat the six vessels sent to try their good qualities with her, and is now said to be the safest vessel in bad weather in the world.

Captain Hayes was appointed commodore on the coast of Africa in May 1830; and sailed for that station, in the Dryad 42, Sept. 29th following. He was put out of commission on the 13th Sept. 1832; and is now, unrestricted as to tonnage, but confined to masts and yards of certain dimensions, employed in building a 36-gun frigate, to mount on her main-deck guns similar to line-of-battle ships' lower-deckers.

This officer's second daughter, Emily, married, Mar. 2d, 1831, the Rev. Samuel Slocock, minister of St. Paul's, Southsea, and rector of Wasing, co. Berks.

ARCHIBALD DICKSON, Esq.

(*Vol. II. Part II. p.* 712).

This officer is the son of General John Dickson, by Elizabeth, daughter of Alexander Collingwood, Esq. of Unthank Hall, Northumberlandshire. He was born at Morpeth, in the same county, June 26th, 1772; and entered the royal navy in Aug. 1786, from which period he served as midshipman on board the Goliah 74, Diana frigate, Racehorse sloop, and Queen Charlotte first rate, until promoted to the rank of lieutenant, July 24th, 1794. The latter ship bore the flag of Earl Howe on the "glorious first of June."

We next find Mr. Dickson serving as lieutenant of the Seahorse frigate, Captain (afterwards Sir Thomas F.) Fre-

mantle, and receiving a wound at the attack made by Nelson upon Santa Cruz, in July 1797 *.

On the 17th Jan. 1798, the Seahorse, then commanded by Captain (afterwards Sir Edward James) Foote, on the Irish station, captured la Belliqueuse, French privateer, of 18 guns and 120 men. She subsequently proceeded to the Mediterranean, where Lieutenant Dickson assisted at the capture of la Sensible frigate, after a short action, near the island of Pantellaria, June 27th, 1798 †.

Lieutenant Dickson's next appointment was to the Ville de Paris 110, bearing the flag of Earl St. Vincent, in which ship he continued until advanced to the rank of commander, Jan. 1st, 1801. His post commission bears date April 29th, 1802.

Captain Dickson commanded the Sea Fencibles at Dingle, in Ireland, from June 1807 until the dissolution of that force in 1810; and the Akbar frigate, mounting 60 guns, from May 1813 until Nov. 1814, part of which time he was employed on the Halifax station. He married his first cousin, Jane, daughter of the late Admiral William Dickson, and sister to Commander David John Dickson ‡.

RIGHT HON. LORD WILLIAM FITZ-ROY, C.B.

(*Vol. II. Part II. p.* 863.)

This officer served as midshipman under Lord Hugh Seymour, in the Sans Pareil 80 §; commanded the Mutine and Fairy sloops, in 1802 and 1803; was posted into the Æolus frigate, at Jamaica, Mar. 3d, 1804; sailed from thence with the homeward bound trade, on the 5th of the following month; assisted at the capture of four French line-of-battle ships, by the squadron under Sir Richard J. Strachan, Nov. 4th, 1805; took despatches to Halifax in 1807; and was

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* See Vol. I. Part I. note † at p. 391, *et seq.*

† See Vol. I. Part II. p. 559, *et seq.* ‡ See p. 244.

§ See Suppl. Part II. p. 460.

present at the reduction of Martinique, by the military and naval forces under Lieutenant-General Beckwith and Sir Alexander I. Cochrane, in Feb. 1809 *.

On the 1st Oct. following, Lord William exchanged into the Squirrel 24, on the Halifax station, and soon afterwards returned to England. His next and last appointment was, about June 1810, to the Macedonian 38. In April 1811, he was dismissed from H. M. service, by the sentence of a court-martial held at Lisbon, for oppressive and tyrannical conduct, in putting the master of that ship in irons. The latter officer was afterwards tried for contempt to his lordship, and not only dismissed the service, but rendered incapable of serving again as an officer †. On the 22d Aug. in the same year, Lord William was restored to the rank of post-captain.

SIR SALUSBURY PRYCE HUMPHREYS.

(*Vol. II. Part II. p.* 891.)

Was nominated a Companion of the Most Honorable Military Order of the Bath in Sept. 1831; and a Knight Commander of the Royal Hanoverian Guelphic Order in Feb. 1834. This long neglected, gallant, and patriotic officer, received the honor of knighthood on the 21st of the latter month.

HON. SIR HENRY DUNCAN.

(*Vol. II. Part II. p.* 979.)

This officer was appointed one of H. M. naval aides-de-camp on the 4th Aug. 1830; and Storekeeper of the Ordnance on the 30th Dec. following. He was presented at court, "on being granted the precedence of the son of an earl," Feb. 21st, 1834; and has recently received the honor of knighthood, on retiring from office, and being nominated

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* See Vol. I. Part I. p. 264.

† See *Naval Chronicle*, vol. 25, p. 349.

a Knight Commander of the Royal Hanoverian Guelphic Order. His brother, Viscount Duncan, was created Earl of Camperdown in 1831.

ARCHIBALD DUFF, Esq.

(*Suppl. Part I. p.* 47.)

Was tried by a court-martial, Mar. 22d, 1805, for using un-officerlike language, and giving superior ratings to persons not qualified. He appears to have been only admonished, and desired to be more circumspect in his conduct for the future.

DONALD HUGH MACKAY, Esq.

(*Suppl. Part I. p.* 54.)

In Dec. 1804, four actions were brought against this officer, in the Court of King's Bench, by some privileged merchant seamen, who claimed protection from impressment. The proceedings were interrupted by the counsel for the plaintiffs, who said the proceedings were not instituted for the sake of damages, but to teach naval officers that they must respect protections; and added, that he would be content with a shilling damages in each cause. Lord Ellenborough observed, that it was very handsomely done on the part of the plaintiffs, and he hoped it would have the desired effect.—Verdict for the plaintiffs accordingly.

Captain Mackay was appointed to the Revenge 78, in Nov. 1831; and put out of commission on the 13th Mar. 1834.

SIR GEORGE FRANCIS SEYMOUR, Knt. C. B. and K. C. H.

(*Suppl. Part I. p.* 160.)

In May 1827 this officer was appointed to the Briton frigate, for the purpose of conveying his noble relative, the

Marquis of Hertford, to St. Petersburgh. He was nominated one of the King's naval aides-de-camp, in Aug. 1830; master of the robes to his Majesty, on the 13th of the following month; and a Knight Commander of the Royal Hanoverian Guelphic Order, April 12th, 1831.

RIGHT HON. LORD RADSTOCK.

(*Suppl. Part I. p.* 194.)

Was appointed one of his Majesty's naval aides-de-camp, in Sept. 1831.

SIR JOHN PHILLIMORE, Knt. C. B.

Was appointed one of his Majesty's naval aides-de-camp in Sept. 1831. He married, Feb. 17th, 1830, Katherine Harriet, daughter of Captain Raigersfeld, R. N.

JAMES WHITLEY DEANS DUNDAS, Esq.

Was appointed to the Prince Regent 120, flag-ship in the River Medway, Aug. 6th, 1830; and nominated one of his Majesty's naval aides-de-camp in Sept. 1831. He paid off the Prince Regent on the 21st Feb. 1832; and in the same year succeeded to the landed property, in Kent and Berkshire, of his deceased father-in-law and uncle, Lord Amesbury, whose case is supposed to be the first instance of a peerage having been created and become extinct in the short space of one month.

Captain Dundas represented the borough of Greenwich in the first reformed parliament; and was appointed a deputy lieutenant of the county of Berks in 1834.

FRANCIS BEAUFORT, Esq.

(*Suppl. Part II. p.* 94.)

Was appointed Hydrographer to the Admiralty in May 1829.

SIR THOMAS FELLOWES, Knt. C. B., &c.

(*Suppl. Part II. p.* 335.)

After the battle of Navarin, his present Majesty, then Lord High Admiral, presented this officer with a sword, bearing the royal arms on one side the guard, and his own arms on the other.

Captain Fellowes returned home from the Mediterranean in Feb. 1830; and paid off the Dartmouth frigate, at Chatham, on the 15th of the following month. On the 23d June in the same year, the honorary degree of Doctor in Civil Law was conferred on him at Oxford. Dr. Bliss, Deputy Professor, in presenting him to the heads of the University, after Viscount Combermere, observed, — "You behold another chieftain, glorious as a conqueror like the former, though he has warred upon another element. Covered like the former with insignia, which display the gratitude of foreign courts and nations, his glory is not only that of conquest, but that of having preserved from death by fire and water, thousands, not only of his friends and fellow-countrymen, but even of inveterate enemies; thus fixing the banner of mercy and love on the hostile mast of deadly enmity."

THOMAS HUSKISSON, Esq.

(*Suppl. Part II. p.* 344.)

This officer was appointed one of the captains of the Royal Hospital, Greenwich, on the 15th Oct. 1830. His eldest son, Thomas, midshipman of the Cordelia sloop, died at Malta in June 1833, aged 18 years. Possessing the most amiable and gentlemanly qualities, he was loved and esteemed by all who knew him.

SIR AUGUSTUS WILLIAM JAMES CLIFFORD.

(*Suppl. Part III. p.* 86.)

This officer received the honor of knighthood in Aug. 1830; and paid off the Undaunted frigate, at Portsmouth, Nov. 2d following. On the latter occasion, the officers and midshipmen of that ship gave him a parting dinner, when, his health being drank, he addressed them nearly as follows:—

"Gentlemen,—From the kind and flattering manner in which you have drank my health, I can scarcely express to you what I feel at this moment. After having closed near three years service, I conceive that the feelings which have induced you to shew me this mark of your regard, are not only gratifying to myself, but beneficial to the service. I assure you I am on this occasion powerfully influenced by different motives—if, on the one hand, after having been in various parts of the world, and having, as you know, suffered much indisposition, I rejoice to leave our old ship in safety, and to return to my own family; on the other hand, I feel a deep and sincere regret in parting from those with whom I have served during a period which I shall always consider as one of the most fortunate and most agreeable parts of my life. I trust we shall all look back with satisfaction to the last three years; and there is one circumstance connected with our early history, which I am sure we shall always remember with pride and pleasure, which is that the Undaunted is a singular instance of any frigate having borne the flag of the Lord High Admiral of England, now our most gracious and beloved Sovereign. I will now only express a hope that we may all meet at some future time, and drinking each and all your good healths, I return you many thanks for the honour and kindness you have now shewn me."

Sir Augustus has since been appointed Usher of the Black Rod, and a Gentleman Usher Daily Waiter to his Majesty King William IV.

BENJAMIN CLEMENT, Esq.

(*Suppl. Part II. p.* 393.)

The flat-bottomed boat commanded by this officer at the battle of Copenhagen, April 2d, 1801, was attached to the Russel 74, whose lieutenant, the present Sir Nisbet J. Wil-

loughby, he assisted in boarding and securing a Danish block-ship, the Provesteen 56, which had struck her colours, but kept up a fire from the lower-deck for some time after her officers had surrendered *.

On this occasion, a Dane snapped his pistol in Lieutenant Clement's face, but it fortunately missed fire, and was immediately wrested from him by a British seaman named Ford, who soon settled his business, first knocking him down with the butt end, and then despatching him.

Captain Clement's last appointment was, in Sept. 1828, to the Shannon 46, fitting out at Chatham for the West India station, from whence he returned to Spithead on the 22d Nov. 1831. During his absence, in Feb. 1830, he was elected a burgess of Southampton.

HON. WILLIAM HENRY PERCY.

(*Suppl. Part III. p.* 64.)

In the sanguinary affair with Fort Bowyer, this officer had the narrowest possible escape, a grape-shot having cut open the collar of his coat, without inflicting any material injury. The military officers on shore, who were waiting the effect of his fire to storm, and who were passive spectators of the scene, describe the manner in which the Hermes was laid alongside of the fort as being beautiful, and truly Nelsonian.

JOSEPH NEEDHAM TAYLER, Esq. C. B.

(*Suppl. Part III. p.* 137.)

We have already stated that this officer, when lieutenant of the Maida 74, commanded a party of seamen landed from that ship, to co-operate with the army under Lord Cathcart, at the siege of Copenhagen, in 1807. Whilst landing long 24-pounders, to form a breaching battery, the triangles supplied by the army to get the guns on shore were destroyed.

* See Suppl. Part II. p. 117, *et seq.*

Perceiving this, and that the boats were likely to be kept waiting until others were sent from the fleet, he solicited, and with much difficulty obtained permission to land a gun from the Maida's launch, by the following method, which the captain of the beach considered impracticable.

The grapling was thrown over in deep water, with a spring to keep the broadside of the launch on with the beach. The tompion and vent being well secured, a hawser was made fast to the breeching ring of the gun, from the shore. The gun was lying fore-and-aft on the thwarts, a-midships. Two bars were placed projecting over the gunwale of the boat and under the side of the gun, resting on two of the thwarts. Two ropes were brought under the gun, with both ends on shore as a parbuckle. All being ready, and the oars, masts, and sails secured in the boat, the crew were directed to sit firm a-midships, inclining their bodies to the motion of the boat. The order to "pull away" was then given; the gun rolled over the gunwale, bringing it under water, and was quickly dragged on shore. When freed from this heavy weight, the launch righted with a tremendous weather roll, threw up the spray, and all was well again. In this manner every boat landed her gun.

Another difficulty now presented itself. Only one transporting gun-carriage could be obtained, and the seamen employed in dragging the guns were, on rounding the main road, exposed to the enemy's fire. On this occasion, Lieutenant Tayler's fertile genius produced a substitute, "by the adoption of which," said the late Vice-Admiral Billy Douglas, "many brave fellows would have been saved at the Cape of Good Hope." Sir Charles Hamilton and the late Sir Joseph Yorke likewise, when Lieutenant Tayler submitted his plan to the Admiralty, strongly recommended it, but to no purpose—"*it was not the establishment!*"

In 1808, when serving on board the Spencer 74, this officer invented a transparent compass, to avoid shewing the light on deck, with a pendulum, hung horizontally, and floated in water to lessen oscillation occasioned by the concussion of the guns or other causes.

In 1812, while commanding the Sparrow sloop, on the north coast of Spain, Captain Tayler rendered himself eminently useful in surveying different harbours, particularly Socoa and St. Jean de Luz; and in ascertaining the strength of the different French garrisons along the shore of Biscay, in drawing plans of their works, and in obtaining correct information respecting their forces in the interior of that province *.

These services were very highly appreciated by Sir Home Popham, the senior officer on that station, who promised to apply for him as his captain, should he be ordered to hoist a broad pendant. At this period, Captain Tayler was the *junior* commander under Sir Home's orders.

When so dreadfully wounded by a shell, in the breaching battery before St. Sebastian, July 24th, 1813 †, Captain Tayler was holding a telescope belonging to Sir George Collier, which that officer had just before lent him to use as a baton in cheering up his men. We mention this circumstance in consequence of its having been insinuated that Captain Tayler was not on duty in the battery, and neglected to use due precaution. We happen to know that Sir George Collier called alongside the Sparrow for Captain Tayler, having previously sent on board an intimation that he was to accompany him to the battery. At the time he received his wounds, Captain Tayler was in the act of levelling a gun, and consequently not aware of the approach of the shell ‡. The services of the Sparrow during the winter of 1812, when frigates were not allowed to be to leeward of Cape Machicao §, as officially noticed by Lord Keith, together with the wounds he received in the breaching battery at St. Sebastian, induced Lord Melville to send for Captain Tayler, and, unsolicited, to offer him the command of a post ship; but finding him still upon crutches, he regretted his unfortunate situation, and assured him his conduct and sufferings

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* See Suppl. Part III. p. 138. † See *id.* p. 145.

‡ The varnish on the telescope was scorched off, leaving the impression of Captain Tayler's fingers.

§ See Suppl. Part III. p. 140.

had been noticed, and that he should be employed whenever an opportunity offered. When the attack of Algiers was projected, he requested an appointment, but without effect, as it was not necessary to commission any additional ships for that expedition. On the appearance of a Spanish army on the frontiers of Portugal, he again offered his services, hoping that a local knowledge of the coast would be deemed an additional recommendation. In April 1828, he applied to the Lord High Admiral, stating that he was in the prime of life, quite recovered from his wounds, and ready for any service or climate. About the same time he submitted to H. R. Highness "*A Plan of Internal Defence.*" In Nov. 1829, he laid before the Board of Admiralty some remarks on the best mode of checking pestilential fevers, and offered his personal services to carry them into effect at Gibraltar. In Aug. 1831, he requested an appointment from Sir James Graham, observing that "*if the crew of a frigate was required, he could obtain volunteers to man one with dispatch.*" The First Lord replied, that he had "made a memorandum of his application for active service, which he should be happy to take into consideration, together with those of other officers, as opportunities offered." On the 16th of the same month, having received intimation that one of the principal naval commands had been offered to Sir Philip C. H. Durham, he tendered his services as flag-captain to that officer, and received the following answer :—

"My dear Tayler,—I can assure you I have the highest esteem for you. Of all the midshipmen that ever served with me, I thought you were the most promising; and your gallant conduct on all occasions has proved I had judged right. Since I was obliged to give up the command at Sheerness, I have not been offered any other; not but I may be in course of time. Should I serve, my captain, —— ——, is in the —— by my nomination, waiting me; and I have two or three old officers on my list. You, my old shipmate, may not be aware that you are not old enough to be captain of a first rate: you must be twenty years a captain. The Admiralty would not appoint Captain —— to the ——, as flag-captain to Sir —— ——, and he was a captain of eighteen years. I feel much obliged by the offer of such an officer to serve under the flag of his old friend. I am, my dear Tayler, very truly yours,

(Signed) "P. C. H. Durham."

On the 23d Nov. 1831, Captain Tayler forwarded to the Marquis of Lansdowne a Plan for the Registry of Seamen. The following are extracts of his correspondence with the Admiralty on the subject of his various inventions :— *

" *Parliament Square, Feb.* 11*th,* 1815.

" My Lord,—I beg leave to offer for your inspection an improvement on sights for ships' guns and carronades, combining the elevation and line of sight in one focus, by two sights, one at the muzzle astragel, and the other at the second reinforce ring; giving, with the object fired at, three marks in one, founded on practical experiments, proved on board H. M. sloop Sparrow, under my command, on the north coast of Spain, and more particularly at the defence of Castro, during which shells were thrown from the Sparrow's carronades with great precision, and the practical effect of the firing from the breaching battery at St. Sebastian's, over the heads of the storming party, by the seamen from the squadron, prove the utility of this invention. My wounds, received at the above siege, prevented an earlier introduction, as I considered it necessary that the experiments should take place in my presence, former plans having been submitted to the opinion and trial of persons who were not interested in the introduction thereof, and certainly not so capable of giving the necessary explanations.

" I have been urged by several scientific officers, who have witnessed the precision with which the Sparrow's crew fired by these sights, to bring this invention forward, convinced of its great importance to naval gunnery, if adopted in the service.

" During many experiments on board the Sparrow and other ships, I have observed expert gunners in the old system unable to strike a boat's sail, when the ship was under weigh, notwithstanding they rigidly adhered to the principles now adopted in the service; whereas, by the plan of three objects in one, as produced by my sights, four shots passed through an aperture made by the first shot, in the centre of a boat's sail, without enlarging the hole more than the diameter of a 24-pound shot: these shots were driven home in canvas, to reduce the windage. In firing from carronades, quoins were used: indeed carronades should invariably be fired with quoins, screwing the gun tight down on the quoin, to prevent the piece from rising when fired.

" With the present elevating sights, it is morally impossible to elevate and point a gun when under weigh, from not having the line of sight and elevation in one focus. At point-blank, with my sights, not one shot will be fired in vain, as the rolling or veering of a vessel will not affect the aim, when the objects are in one with the sights. The sights have

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* See Suppl. Part III. pp. 143 and 148.

degrees of elevation fixed to them, and by having the elevation of the first shot which takes place made known to the captains of the guns, all the battery would be immediately brought to the same degree of elevation, the quoins being dissected to correspond with the elevation as to distance. This is supposing the vessel to be beyond point-blank; otherwise it merely requires the first degree of elevation, and every shot would take effect. This method of obtaining the range is the most simple and expeditious, as four guns laid at different degrees of elevation, agreeably to the tangent sight, would immediately give the required distance and elevation. Ships engaging at anchor, at point-blank, every shot would take effect; whilst by the method now in use four shot out of five would pass above the mark fired at—even the firing would cause the ship to roll and alter the elevation, from the sights not being combined with the elevation in one focus. * * * * I am, my Lord, &c.

(Signed) "J. N. TAYLER."

"*To the Right Hon. Lord Viscount Melville, Admiralty.*"

In reply to this letter, Captain Tayler was merely informed, that his "plans had been laid before the Board."

"*Devizes, Feb. 13th*, 1822.

"My Lords,—Having lately read a publication by Sir Howard Douglas, on naval gunnery, containing a new invention of sights for ships' guns, bearing date 1817, I beg to call your Lordships' attention to a similar invention forwarded by me to the Board in the beginning of 1815.

"Presuming from the silence observed that it was not deemed prudent to bring into general practice any important improvements made during peace, I refrained from troubling your Lordships with other plans connected therewith; but as Sir Howard Douglas's publication *is under the sanction of the First Lord of the Admiralty*, and an order given for its general adoption, I beg to attach this invention to the naval service, having transmitted it to the Admiralty two years previous to Sir Howard Douglas having even thought of it, as he distinctly states, in order to account for its not being laid before the Board till 1822.

"If it is correct that a committee of naval officers are to be appointed to arrange a new system of naval gunnery, I wish to know if any practical observations, made during the war, will be deemed useful for their information; as no doubt, if numerous plans were sent in by officers who have made it their study, a most useful and improved work on naval gunnery might be compiled.

"The sights I had the honor of transmitting, I gave to Captain Parish in the year 1812, and he states that, after witnessing the surprising precision with which the captains of his guns fired at a cask, he called a boy who had just joined, and directed him to point a gun and fire when the sights were in one focus with the object to be fired at. The boy levelled the gun, and shot away the flag-staff fixed on the cask, although

the ship had considerable motion. * * * * * * Indeed I would not hesitate in firing with a rifleman, if the ship was in smooth water. The advantage of combining the elevation and line of sight needs no further elucidation. I am, my Lords, &c.

(Signed) "J. N. TAYLER."

"*To the Right Hon. the Lords Commissioners of the Admiralty.*"

In reply, the Secretary to the Admiralty informed Captain Tayler that the publication he alluded to "*was not under the sanction of the Lords Commissioners of the Admiralty.*"

"*Devizes, 8th Jan.* 1824.

"My Lord,—Having before transmitted some practical experiments respecting naval gunnery, and which have been subsequently brought into action, I have ventured to lay before your Lordship the model of an improved gun-carriage, with some other nautical remarks; but as I have not the means of reducing it to practice, I hope your Lordship's candour will pardon any errors it may contain, and favor me with an opportunity of explaining the advantages of this model over the gun at present in use. I am, &c.

(Signed) "J. N. TAYLER."

"*To the Right Hon. Lord Viscount Melville.*"

The above letter was accompanied with a plan for concentrating the whole broadside to one angular focus; and another, of a platform for elevating guns on the booms.

"*Devizes, 3d January,* 1828.

"My Lords,—As bomb-vessels on their present construction are soon rendered incapable of sustaining heavy firing from sea mortars, and are totally unfit for sea service after maintaining a long bombardment, I have ventured to submit to your Lordship's consideration a method of rendering bomb vessels as effective as any class of H. M. ships, after a rapidity of firing, and to enable them to carry three mortars on board each vessel, viz.—Two strong main beams under the deck, resting upon either gunwale, with a strong sleeper bolted to the cross beams. On the latter (or on either gunwale) an iron socket is fixed to receive a counterpoise beam connected with the centre mortar box, which traverse on a circular platform to fire over either side, supported on sleepers independent of the counterpoise, a spindle, fixed to the mortar box, passes down the hatchway and is fixed to an air vessel floating in a box ten feet square, which will support a ton weight (although the pressure would be optional from one cwt. to a ton). By this plan the mortar would be much higher, allowing a free expansion of the powder, whilst on the present method the shock is much increased by the mortar being so low between decks, acting like a mine when fired.

" To prepare for action, the mortar being fixed in the box, unscrew the pressure bolt and adjust the re-action bolt. The upper part of the mortar port should be made to sway up, and the lower part to fall outward on hinges. Then, suppose a mortar weighs four tons, and that the recoil force pressing downwards was equal to one ton. To the counterpoise beam fix the weight equal to five tons, the spindle pressure would raise the mortar box to the height of the pressure bolt; it is then ready for action, and would continue so during any length of firing upon unerring principles. The counterpoise lever projecting over either gunwale, with a concave weight lowered by a chain under water, would regulate the concussion; and the pressure on the air-vessel would negative the shock on board. The strain on the pivot bridge, which may be altered at pleasure, according to the charge of powder, from the pivot socket on the cross beam to the pivot socket upon either gunwale, would be equal and regular, consequently no concussion more than a common discharge from the broadside of lower-deck guns would be felt.

" It is presumed by this plan shells may be thrown with more precision, and the powder reduced according to its resistance, shewn by the counterpoise beam on firing the mortar. If a pound of powder will at an angle of 45° throw a shell a given distance, it will raise the lever bar (say) one inch, and every range in like manner will be shewn by an index wire fixed to the beam, and a useful correction obtained. Should the powder on board be damp, or of less strength than range powder, the distance cannot be accurately obtained, as now practised, consequently this advantage would be highly important in night bombardment. The quantity of powder for each range will not be correct if damp or deficient in strength; but the recoil force is shown at every discharge, and the range by the index always visible to the eye. I have tried this plan, and found it to answer upon a small scale, and hope the utility of the invention will attract the attention of your Lordships to so important an object. I have the honor to be, &c.

(Signed) " J. N. Tayler."

" *To the Right Hon. Lords Commissioners of the Admiralty.*"

" *Devizes, 24th Sept.* 1829.

" My Lords,—Having observed in the public papers that some improvements are about to take place at Portsmouth, in reference to the naval ordnance, I beg to call your Lordships' attention to the inventions I have at various periods brought forward for the benefit of H. M. service; and although I have not been so fortunate as to see *the whole of them adopted*, yet I flatter myself, in respect to my improvement in ship guns, the following observations will be found deserving of your Lordships' attention.

" It is stated, that a method has been discovered by which guns in ships or batteries may be pointed in any direction, with much greater

ease and quickness than at present. This invention is similar, though very inferior, to a plan I invented several years since, and which met with the approbation of several men of science in the navy and artillery. In addition to the improvement suggested at Brighton, of non-recoil trucks, my plan contained an elevating screw, of momentary action, which not only raised the gun, but gave the degree of elevation corresponding to any range, the scale of which was painted on the carriage, whilst the traversing circle gave the line of the object fired at; consequently a ship steered to one point, or moored with springs, might fire with the greatest rapidity, as the gun would run in and out in the same line of fire. The crow-bar and handspikes (so very inconvenient) were thus rendered unnecessary, two men being enabled to train the gun, whilst half the usual number could run it out, by the purchase being applied to the fore trucks. The breeching was brought through a hole in the carriage (to prevent the gun from jumping during a heavy fire), and passing under the gun, was brought out through the breast-piece and secured to the opposite port rings. By this means the gun would run in square, in the line fired, whilst the sides would be perfectly clear for loading, and only a single rope used for side tackle from the fore truck. In the carriage at present used in the naval service, the breeching, when not rendering through the rings, causes the gun, on being fired, to run in a diagonal direction across the deck. The tedious operation of housing lower-deck guns was also dispensed with (the gun being always horizontally laid ready for battle), thereby obtaining room for another tier of hammocks fore and aft. All ships previous to leaving harbour, in still water, should take the extreme angular bearing of their guns. *All the guns (by the plan I proposed to your Lordships some years since) should be concentrated to one angular point*, and the points of bearing painted on the binnacle head; by which means a ship in chase would not be kept too much away to bring the bow guns to bear. The whole broadside, when concentrated and discharged by unerring principles, the elevation and line of sight in one focus, under the guidance of the captain by word of command, requires no comment. One broadside effectually discharged into a ship would destroy her. The sides of the gun carriage being perfectly clear, the grape and canister cases were slung in a neat manner, ready at a moment. There was also a case of tin cylinders for loading, containing 24 rounds. These are most important for expedition and economy. The difficulty of getting out a shot with a ladle, and afterwards the wet powder, when the water has got into the gun, or loading in rough weather, is thus completely obviated. Ships going into battle would frequently reload if practicable. A cylinder of tin, equal to the diameter of the shot, contains the cartridge, with round, or grape, or loose musket-balls, similar to a canister-shot case cut horizontally through to the wood at the top. A laniard passing through the wad enables the gun to be at all times unloaded with facility; and if the cylinder were

used for loading, the rapidity of firing would be increased, as it would require only once ramming home with a short rammer; indeed carronades might be loaded without the use of a rammer by this invention; and all accidents by fire being left in after spunging, be entirely prevented. The cylinder may be used for shells and hot shot. The saving of cordage and powder by the use of the cylinder would be very considerable. Should your Lordships consider these suggestions deserving of trial, and would recommend Lord Melville to remove me from an irksome life, which I have endured since my being wounded in 1813, by honoring me with an appointment, I should be proud to carry them into execution at my own expence. I have the honor to be, &c.

(Signed) "J. N. TAYLER."

"*To the Right Hon. the Lords Commissioners of the Admiralty.*"

"*Devizes, 27th Dec.* 1830.

"Sir,—I have received Mr. Barrow's letter of the 7th instant, acknowledging the receipt of my letter, requesting to be acknowledged as the author of the new system of directing a broadside of a man-of-war to one focus; and I have again to beg you will move the Lords Commissioners of the Admiralty to cause my claim as the original inventor of this improved mode of firing to be examined into, and to award me that credit for the invention to which I feel I am so justly entitled. I am, &c.

(Signed) "J. N. TAYLER."

"*To the Hon. George Elliot, Admiralty.*"

"*Admiralty Office, 4th Jan.* 1831.

"Sir,—With reference to your letter of the 27th ultimo, renewing your claim to an invention for concentrating the fire of a ship's broadside, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that although their Lordships have ordered Mr. Kennish * to be paid a sum of money, it was not awarded to him on account of any new system of directing a broadside of a ship of war to a given focus, but for the invention and purchase of an instrument made at his expence, as well as to cover his personal expenses while attending the experiments on board the Excellent, by an order from their Lordships. I am, &c. (Signed) "JOHN BARROW."

"*Devizes, 14th Jan.* 1831.

"Sir,—I have received your letter of the 4th instant, in reply to my letter of the 27th ultimo, requesting their Lordships to refer to the plans I had the honor to transmit them for concentrating a ship's broadside, long before Mr. Kennish or any other person made any proposal on this subject; and to beg their Lordships to admit that I was the original inventor of this "new mode of concentrating the fire of a broadside."

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* Carpenter of the Hussar frigate.

My object, I beg you to assure their Lordships, is not to get an award of money. I am fully repaid in the gratification I experience whenever any of my plans are found beneficial to that service whose well-being I have so much at heart, the navy; but I do earnestly request, as I feel myself the first inventor of this improved mode of firing a broadside, that their Lordships will do me the justice to simply admit me to be the inventor, and the first person who transmitted them the plan for concentrating the fire of a broadside of a man-of-war. I feel confident their Lordships will pardon my feelings when they know that I have been subjected to the mortification of my plans being transferred to others on a similar occasion. On the 11th Feb. 1815, I transmitted the method of combining the elevation and line of sight for ships' guns, as now in use, and which was brought forward by Sir Howard Douglas as a military invention, under the sanction of the Admiralty, several years after the date of my letter. I am, Sir, &c. (Signed) "J. N. TAYLER."

"*To the Hon. George Elliot, &c.*"

"*Devizes, 4th Nov.* 1831.

"Sir,—I have lately observed with some surprise and great regret, that Captain Smith, of the royal artillery, has obtained the credit of being the projector of the plan of concentrating the broadside of a man-of-war to one angular focus; which method was communicated by me to the Board of Admiralty, in a book of observations on the best method of raking an enemy and discharging broadsides.

"I therefore, being anxious to claim this as a naval invention, refer their Lordships to my book, which accompanied the gun-carriage I had the honor to transmit to them; and I beg you, Sir, to move the Board of Admiralty to do me the justice of awarding me as a naval officer the credit which is justly due to me, of being the inventor of this improved and effectual mode of firing. I am, &c.

(Signed) "J. N. TAYLER."

"*To the Hon. George Elliot, &c.*"

"*Devizes, 5th Feb.* 1832.

"My Lords,—Having submitted several inventions to the late Board of Admiralty, amongst others a traversing carriage, in 1824, I may venture to state that the improvement I have now added to the old carriage, so admirably adapted to co-operate with the army, simple and efficient, whilst its celerity of motion, by a train wheel, elevating screw, improved truck, &c. enables half the number of men to work the gun. The marksman has complete controul over the elevating and pointing of the gun, and can guide it to the object during the operation of running out, a most important acquisition to the science of gunnery; whilst the side is perfectly clear for loading; the awkward handspike, long side tackles, and crow bar, being entirely done away with.

"I have also completed a percussion lock for great guns, a water-proof

tube to facilitate the tedious operation of unloading a gun to insure an effectual broadside, admirably adapted for shells and heated shot, and increasing the rapidity of firing. The gun will traverse as far as the size of the port will admit, the trucks being brought back more to the angle of resistance, whilst the gun is prevented tipping by a pivot piece. The helm must ever be considered the grand traversing bar, keeping an opponent within the bearing of the guns by my angular extreme bearing plate, united to my plan for concentrating the broadside of a man-of-war, and to be fixed on the binnacle, which will prevent a ship being too much yawed to bring the bow gun to bear in chase. I beg to express my acknowledgments to your Lordships for your attention to my former letter, and hope the model which accompanies this letter, with the saving of powder and cordage, will induce your Lordships to allow me a fair trial of this improved method of working a gun; having been subjected to the mortification of seeing many of my plans transferred to the credit of others and adopted in the service. I am, &c.

(Signed) "J. N. TAYLER."

"*To the Right Hon. the Lords Commissioners of the Admiralty.*"

In answer to this letter, Captain Tayler was acquainted "that their Lordships could not order any trial of his improved gun-carriage to be made at the expence of Government;" upon which he addressed himself to their secretary as follows:—

"*Devizes, 12th Feb.* 1832.

"Sir,—I beg to acknowledge the receipt of your letter of the 10th instant. Presuming that I was in error in requesting a trial of my invention at the expence of Government, I beg to request a similar indulgence as granted to Commander Marshall may be extended to me; and that their Lordships will permit me to attend at Portsmouth arsenal the alteration of an old carriage *at my expence;* being convinced of the utility of my improved carriage, and tenacious of introducing it as a naval invention.

"The facility afforded to military men in carrying into effect their inventions at Woolwich, no doubt creates a stimulus, and gives them a decided advantage over naval men in bringing science to the acme of perfection. I am, &c. (Signed) "J. N. TAYLER."

This application was attended with the same provoking result as the former. Mr. Barrow was commanded to acquaint Captain Tayler that his request could not be complied with. Thus terminated his correspondence with the Admiralty on the subject of naval gunnery. The model of his gun-carriage is now deposited in the United Service Mu-

seum, and has been greatly admired. Some other inventions, and a plan for manning the royal navy without resorting to impressment, will be noticed in an Appendix. ☞

In Oct. 1834, a very handsome service of plate was "presented to Captain Tayler by his fellow-townsmen and friends, in token of the high esteem they entertain for him, and in testimony of his active and independent exertions in promoting, upon all occasions, the prosperity of his native town, and the welfare of its inhabitants." The plate was sent to him, accompanied by an appropriate address from the committee (deputed for the purpose), with a list of the contributors; to which he returned the following reply:—

"Gentlemen,—I have had the high honour and gratification of receiving the very munificent present of my fellow-townsmen and friends, together with your truly friendly address. It would be in vain to attempt to describe to you, in adequate terms, the feelings with which it has inspired me; for, however it may have been induced by a too generous estimation of my conduct and humble services, I shall ever look upon it as the highest tribute that can be paid to an individual. In the very long list of the names of those who have united to pay me this handsome compliment, I find that of my worthy friend, the chief magistrate of the town—the universally esteemed justice of the borough, and others of the authorities—the whole of the resident clergy—nearly all the professional gentlemen—most of the respectable tradesmen—a large portion of the honest and independent operatives—and others, my most valued friends; to all of whom, in expressing my grateful acknowledgments, I can only say, that it shall be my study to retain the good opinion they have formed of me.

"Gentlemen,—I can never forget the very handsome manner in which the body corporate of Devizes presented me with the freedom of the borough, on my return from active naval service. This is now upwards of eighteen years ago, the greater part of which time I have resided amongst you. To find, therefore, that I have not only lived in your respect and esteem (which must at all times be a source of happiness and of pride), but that my conduct should have excited you to some especial mark of your favour, is indeed a tribute, which, as I have before said, inspires me with feelings not to be described.

"Water is, of course, my favorite element; but, should his Majesty not again require my services, I trust I shall spend the remainder of my days in terms of friendship and sociability among my fellow-townsmen. I have the honor to be, Gentlemen, your very grateful and faithful servant,

(Signed) "Joseph Needham Tayler."

"*Bellevue-House, Devizes, Oct.* 1834."

THOMAS MANSELL, Esq.

Knight of the Royal Swedish Military Order of the Sword.

Is the third son of Thomas Mansell, Esq. of Guernsey, and was born in that island on the 9th Feb. 1777. He entered the royal navy, as midshipman on board the Crescent frigate, Captain (now Lord De) Saumarez, in Feb. 1793; and served under that highly distinguished officer during the greater part of the wars occasioned by the French revolution. On the 20th Oct. 1793, he assisted at the capture of the republican frigate Ré-Union, near Cherbourg, after a close action of two hours and ten minutes; and subsequently, of two privateers in the Bay of Biscay *. In December following, he accompanied an expedition under Earl Moira and Rear-Admiral M'Bride to the coasts of Normandy and Brittany †; and on the 8th June 1794, we find him in action with an enemy's squadron of very superior force, from which the Crescent escaped by most bold and masterly manœuvres, as will be seen by reference to our memoir of her gallant and skilful commander.

Mr. Mansell afterwards followed Sir James Saumarez into the Orion 74, of which ship he was master's-mate in Lord Bridport's action near l'Orient, June 23d, 1795; at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14th, 1797, on which occasion he was wounded; and at the ever-memorable battle of the Nile, Aug. 1st, 1798 ‡. For his uniform good conduct on those occasions, he was so strongly recommended by Sir James Saumarez, that, previous to his completing the usual period of service as a petty officer, the immortal Nelson was pleased to appoint him an acting lieutenant. He returned home in l'Aquilon 74, one of the prizes taken in Aboukir Bay, and was confirmed in his rank by an Admiralty commission dated April 17th, 1799. We next find him serving on board the Impregnable 98, Captain

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* See Vol. I. Part I. p. 178. † See Vol. I. Part II. p. 502.

‡ See Vol. I. Part I. pp. 246, *et seq.*, 21, *et seq.*, and 180, *et seq.*

Jonathan Faulkner, in which ship he was wrecked near Chichester harbour, Oct. 19th, 1799. During the remainder of that war, he served under Captain (afterwards Admiral) John Child Purvis, in the London 98, and Royal George, first rate, attached to the Channel fleet. The former ship was in the expedition against Ferrol, under Sir John B. Warren and Sir James Pulteney, in Aug. 1800 *.

On the renewal of hostilities, Mr. Mansell was appointed to the Cerberus 32, Captain William Selby, which ship bore the flag of Sir James Saumarez, at the bombardment of Granville, in Sept. 1803. In his official letter on this occasion, Sir James says,—" The Cerberus, after getting under sail" to renew the attack, " grounded on a sand bank, and remained above three hours before she floated. Nine of the enemy's gun-vessels, perceiving her situation, endeavoured to annoy her, and kept up a heavy fire upon her for some time, but were silenced by the Charwell and Kite, sloops, and also by the fire from the Sulphur and Terror, bombs, and by the carronade launch of the Cerberus, under the orders of Lieutenant Mansell, assisted by the Eling, schooner, and Carteret, cutter, which obliged them to take shelter in their port." He adds, " The steadiness and good conduct of all the officers and men in the Cerberus, during the time the ship was aground, do them infinite credit †."

The situation of the Cerberus was rather more perilous than would be inferred from the above extract, the receding tide having left her nearly on her beam-ends. The boats of the squadron were placed under the direction of Lieutenant Mansell, who succeeded in distracting the attention of the French flotilla, and thus saved the ship from the serious consequences which at one time threatened her; for which service he obtained the applause and personal thanks of the Admiral. Previous to his quitting the Cerberus, he became first lieutenant of that ship, and commanded her boats at the

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* See Vol. I. Part I. note at p. 220.

† See Suppl. Part I. p. 44, *et seq.*

capture of several French vessels, cut out from different anchorages within the limits of the Guernsey station.

In 1804, Lieutenant Mansell was removed to the Diomede 50, then bearing the flag of Sir James Saumarez, but subsequently attached to the squadron under Sir Home Popham, destined against the Cape of Good Hope. During the operations which ended in the reduction of that colony, he superintended the landing of the troops under Major-General (now Lord) Beresford, and commanded the seamen attached to his brigade at Saldanha Bay. On his return from thence to Table Bay, he was selected by Sir Home Popham to be his first lieutenant, in the Diadem 64.

Shortly afterwards, information having been received that a French squadron under Jerome Buonaparte had arrived in the vicinity of the Cape, Lieutenant Mansell was sent in an armed transport with despatches to the Admiralty, his friend, Sir Home Popham, hoping that his promotion would follow. Being disappointed in this expectation, probably in consequence of a recent change of ministry, he then rejoined his early patron, Sir James Saumarez, with whom he served as flag-lieutenant in the Diomede, Hibernia, and Victory, on the Guernsey, Channel, and Baltic stations, until promoted by him to the command of the Rose sloop, Sept. 17th, 1808.

The Rose formed part of the squadron under Captain (now Rear-Admiral) A. P. Hollis, at the capture of the island of Anholt, May 18th, 1809*. She subsequently engaged and beat off a Danish flotilla, in a calm, near the Scaw, as will be seen by the following official letter from Captain Mansell to the senior officer at Gottenburg, dated April 29th, 1810:

"Sir,—Yesterday morning being becalmed in H. M. sloop Rose, the Scaw bearing W. by N., distant about seven miles, four of the enemy's gun-vessels, with other rowing boats, were seen coming towards us, and at 11-45, A. M. began to engage, but at such a distance as to have rendered a return of our fire ineffectual, and at the same time have placed it in their power of ascertaining the range of our guns; but this was prevented, and they continued advancing until 0-45, P. M., when, being

* See Vol. II. Part I. p. 121.

within a short range of grape shot, we commenced our fire, which continued until two o'clock, when the enemy was seen in apparent confusion, and one of their row-boats sunk. They soon afterwards retreated, and I have every reason to believe, from the well-directed fire of the Rose, with considerable loss. I have to lament that during this time (it being a perfect calm, and the ship only managed by the assistance of a boat towing, and her sweeps) I had not the power of checking a spirit of enterprize evinced by the enemy, seldom equalled, as they were at the time the action ceased a distance of nine miles from the land. It affords me great pleasure when I relate, that considering the time and manner we were engaged, little injury has been sustained, having had no one killed, and but five slightly wounded, owing, as I presume, to the precaution taken, of keeping the men down at their quarters, during upwards of an hour's destructive fire to our hull, rigging, and sails. The ship having received nineteen shots in her hull, wheel shot away, the main yard and mizen mast rendered unserviceable, besides rigging and sails much cut up. I beg to speak in the highest terms of approbation of the conduct of my officers and ship's company, and to add, that had a better occasion given scope to their spirit, and animated conduct which prevailed, I have every reason to feel the fullest confidence in the result. The enemy's boat sunk I took on board, which proved to have been an English six-oared cutter, with the arms, &c. still in her. I have the honor, &c. (Signed) "THOMAS MANSELL."

"*To Captain Pater, H. M. S. Caroline.*"

On the 10th May, 1810, Sir James Saumarez, then in Yarmouth Roads, wrote to Captain Mansell as follows:—

"Sir,—Having transmitted for the information of the Lords Commissioners of the Admiralty your letter addressed to Captain Pater, detailing the particulars of an attack made on H. M. sloop Rose, under your command, when off the Scaw, by four of the enemy's gun-vessels, in which great gallantry and good conduct was displayed by you and the officers and crew of the Rose, I have the satisfaction to inform you that their Lordships have signified their approbation of your conduct in the above-mentioned action. I have the honor to be, &c.

(Signed) "JAS. SAUMAREZ."

In 1812, Captain Mansell was presented by Viscount Cathcart, the British ambassador at St. Petersburgh, with a valuable diamond ring, which his Lordship had been directed by the Emperor Alexander to forward to him, as a mark of the high sense that monarch entertained of his services, especially in conducting safely through the Belt a Russian squadron, under the orders of Vice-Admiral Crown. In the course of the same year, he was honored by King Charles

XIII. with the insignia of Knight of the Royal Military Order of the Sword, in testimony of the high sense his Swedish Majesty likewise entertained of his services, which mark of distinction was sanctioned and confirmed by the Prince Regent of Great Britain, June 20th, 1813.

On the 23d Aug. in the latter year, Captain Mansell was appointed to the Pelican sloop, in which vessel he continued until advanced to post rank, June 7th, 1814. While commanding the Rose and Pelican, a period of nearly six years, his conduct gained him the approbation of every officer under whom he served; his zeal and activity were conspicuous on every occasion; and his success as a cruiser against the enemy almost unprecedented; he having captured at least 170 vessels of various descriptions, including the American letter of marque Siro, Jan. 13th, 1814. This vessel was a schooner of 225 tons, pierced for sixteen guns, mounting twelve long 9-pounders, with a complement of 49 men. She had been chased by several other British cruisers in the Bay of Biscay; but escaped through superior sailing, and was intended to cruise against our trade, after landing her cargo (cotton) at Bourdeaux.

Captain Mansell married Catherine, daughter of John Lukis, Esq., of Guernsey, and has eight children. His second son, Arthur Lukis, was educated at the Royal Naval College, and first went to sea in the Rainbow 28, Captain Sir John Franklin. His brother, Bonamy, is a lieutenant in the royal navy; and another, William, is on the retired list of the Hon. East India Company's surgeons.

RIGHT HON. LORD HENRY JOHN SPENCER CHURCHILL.

(*Vol. III. Part I. p.* 285.)

This officer entered the royal navy in April 1811, as midshipman on board the Revenge 74, Captain John Nash, under whom and his successor, Captain Charles P. B. Bateman, he served on the Cadiz station till July 9th, 1812. He then joined the Alfred 74, Captain Joshua Sydney Horton; and

soon afterwards the Superb, third rate, in which latter ship, successively commanded by Captains the Hon. (now Sir Charles) Paget, Alexander Gordon, James Garland, and Humphrey F. Senhouse, on the Channel and North American stations, he continued until May 22d, 1815. We subsequently find him serving under the Hon. (now Sir Henry) Duncan and Captain Robert Preston, in the Glasgow and Euphrates, frigates, on the Channel and Mediterranean stations. He passed his examination for lieutenant on the 4th June, 1817; at which period he had been exactly six years and two months in constant active employment. On the 3d Nov. following, he was appointed mate of the Andromache 44, Captain W. H. Shirreff, fitting out for the South American station, where he was removed into the Amphion 38, bearing the broad pendant of Commodore Bowles, April 1st, 1818. His first commission, appointing him lieutenant of the latter ship, bears date July 14th, 1818. Although advanced to the rank of commander on the 25th April, 1823, he continued in the Martin*, under Captain Henry Eden, until Sept. 19th following, from which period he commanded the Hind until Aug. 20th, 1825.

Lord Henry is still a bachelor. It was his brother who married the lady mentioned in p. 286 of Vol. III. Part I.

JAMES GARLAND, Esq.

Served as midshipman on board the Ganges 74, Captain (afterwards Sir Thomas F.) Fremantle, at the battle of Copenhagen, April 2d, 1801 †; and was promoted to the rank of lieutenant Jan. 4th, 1808. We next find him in the Revenge 74, Captain Alexander R. Kerr (acting), which ship formed part of a detachment from the fleet under Admiral Gambier, sent to complete the discomfiture of a French squadron in Aix Roads, April 12th, 1809, on which occasion

* See Vol. III. Part I. p. 286.

† See Vol. I. Part I. note at p. 365, *et seq.*

he received two severe contusions. His next appointment was, Sept. 8th, 1812, to the Superb 74, Captain the Hon. (now Sir Charles) Paget, under whom he assisted at the capture of several American vessels, whilst employed on the Channel station. On the 14th June, 1814, Captain Paget, then commanding the squadron stationed off New London, in the state of Connecticut, made the following official report to Vice-Admiral Sir Alexander I. Cochrane :—

" Sir,—Having received intelligence that a fine ship and brig, just built, the former for a letter of marque, the other for a privateer, were, with several other vessels, lying at a place called Wareham, at the head of Buzzard's Bay, I proceeded hence * and detached the Nimrod through Quick's Hole, with the boats of this ship and two from that sloop to destroy them, under the direction of Lieutenant James Garland, first of the Superb ; and I am happy to add, that the service was perfectly performed without any loss on our part, though it was achieved under critical circumstances. The extreme intricacy of the navigation rendered it too hazardous to attempt the enterprize without the assistance of daylight, which, however, necessarily exposed the boats upon their return down the narrow-stream, to a fire of musketry from a numerous militia, which had collected from the vicinity on the first alarm being given. The foresight and prompt resolution of Lieutenant Garland completely succeeded in obviating the danger that was thus to be apprehended ; for having first destroyed all the vessels and a valuable cotton manufactory, he then secured the principal people of the place as hostages for a truce till the boats were conducted back out of the reach of difficulty. The influence that these persons had over the militia that collected and threatened a cross fire upon the boats from both banks of the river, has been fully proved by their abstaining to molest them, and of course the hostages were afterwards relanded at the first convenient spot. The cotton manufactory had been lately built at great expence, was full of stores, and belonged to a company of sixty merchants at Boston. I cannot in justice omit to report to you the steady and exemplary conduct of the seamen and marines, who, though exposed to incessant temptation of liquor, &c. did not in any single instance fail to spurn the offers made to them, and strictly to hold sacred private property. I have the honor to be, &c.

(Signed) " Charles Paget."

On this occasion 2522 tons of American shipping were destroyed, including the intended letter of marque, pierced

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* Martha's Vineyard Sound.

for eighteen long 12-pounders, and a privateer ready for launching, pierced for fourteen guns. The value of the cotton manufactory, with the stores it contained at the time, was estimated by the principal inhabitants at 500,000 dollars.

Lieutenant Garland obtained a commander's commission in Aug. 1815. On quitting the Superb, he was presented by his late messmates with a very elegant silver ladle, by the midshipmen with a silver cup and snuff-box, and by the ship's company with a handsome piece of plate, as "a tribute of esteem and gratitude."

This officer was advanced to the rank of captain on the 15th October, 1828. He married, in 1818, Mary Anne, youngest daughter of Thomas Inman, of Great Hayes, co. Somerset, Esq.; and died on the 18th May, 1830, after a lingering illness, in the 44th year of his age.

JOHN HINDMARSH, Esq.

Obtained his first commission in Aug. 1803; served as senior lieutenant of the Nisus frigate, Captain Philip Beaver, in the expedition against Java, 1811; was made a commander on the 15th June, 1814; and promoted to the rank of captain, Sept. 3d, 1831. He is said to have passed Portsmouth, Sept. 24th, 1834, in the Nile steam vessel, bound to Alexandria, for the purpose of assuming a high command in the Egyptian navy.

WILLIAM BROUGHTON, Esq.

Son of the late Captain William Robert Broughton, R. N., C. B., colonel of the royal marines, a distinguished officer and circum-navigator, who died at Florence on the 12th Mar. 1821, and nephew to General Sir John Delves Broughton, Bart.

The subject of this memoir was born on the 23d Oct. 1804, at Doddington Hall, Cheshire, the seat of his grand-

father, the Rev. Sir Thomas Broughton, Bart.; and entered the royal navy in 1817, as midshipman on board the Spencer 76, commanded by his father, and stationed as a guard-ship at Plymouth. He shortly afterwards went to the Royal Naval College, from whence he was discharged Mar. 1820, into the Rochfort 80, fitting out for the flag of Sir Graham Moore, commander-in-chief on the Mediterranean station. In June 1823, he joined the Rose 18, Commander Henry Dundas, and in Jan. 1824, the Cambrian 48, Captain Gawen W. Hamilton, C. B., which ship, after having been employed for three months in blockading Algiers, returned to England in the month of June following. We next find him proceeding to India, in the Boadicea 46, bearing the broad pendant of Commodore Sir James Brisbane, C. B., by whom he was entrusted with the command of a boat attached to the expedition against Ava, for a period of four months, during which he was in three severe battles and several skirmishes, the particulars of which are given in Chapter IV. of the Appendix to Vol. III. Part I.

Mr. Broughton's promotion to the rank of lieutenant took place April 8th, 1825, but his commission, appointing him fourth of the Liffey 50, did not reach him until Jan. 1st, 1826, previous to which he had suffered greatly in health from the climate and severe privations.

After the treaty of Melloone, Lieutenant Broughton was sent to Rangoon with despatches, and an order to join the Alligator 28, of which ship he had charge during the subsequent operations of the combined flotilla in the Irrawaddy *. His next appointment was, Mar. 8th, 1827, to the Briton 46, Captain the Hon. William Gordon, under whom he continued to serve until paid off in April 1830. In this latter ship he visited St. Petersburgh, North and South America, the British West India islands, and Havannah. His promotion to the rank of commander took place Feb. 5th, 1830, on which occasion he was appointed to the Primrose sloop, employed on the African station. Four days after joining

* See *Naval Operations in Ava*, pp. 107—120.

that vessel, he was severely wounded in action with a large Spanish slaver, the capture of which ship he thus briefly reported in an official letter addressed to Captain Alexander Gordon, of H. M. ship Athol, dated at the island of Ascension, Oct. 5th, 1830:—

"Sir,—Proceeding in execution of your orders of the 3d Sept., I had the good fortune to fall in, at 11-30 P. M. on the 6th of that month, with the Spanish ship Velos Passagero, Jose Antonio de la Vega, master, from Wydah, bound to Havannah, pierced for 28 guns, but having only 20 mounted; and from the officer whom I sent to board not being allowed to examine her below, as usual, I concluded she had slaves on board. Finding I had much the advantage of her in sailing, and wishing to avoid the effusion of blood by a night action with a vessel crowded with slaves, I remained by her until morning, when, being within hail, and still resolutely refused permission to search her, we opened our fire, which she returned immediately, the ships nearly touching each other; after the second broadside we laid her on board, and in ten minutes carried her, with a loss on our side of three killed and twelve wounded; the Velos had 46 killed and 20 wounded, out of a crew of as near as I could ascertain 155 men of different nations, and having on board 555 slaves, five of whom were killed. Being myself wounded in the act of boarding, my place was ably taken by Lieutenant Butterfield, seconded by acting Lieutenant Foley, Mr. Fraser, acting master, and Mr. Bentham, midshipman, to each of whom I feel deeply indebted for their zealous exertions; as also to Mr. Williamson, acting purser, who rendered his services on deck during the action; and I feel myself called upon to notice in particular the conduct of the acting surgeon, Mr. Lanes, who, though dangerously ill, exerted himself in an extraordinary manner in his attention to the wounded, having no assistant on board. I cannot speak too highly in praise of the gallantry and good conduct of the warrant and petty officers and ship's company, who distinguished themselves not only for their steadiness in action, but for their great personal exertions in refitting the two ships afterwards. I enclose the list of killed and wounded *."

The Velos Passagero had been on the African coast at least two years, trafficking for a cargo of slaves, and endeavouring to obtain 1400 or 1500; but having been closely

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* KILLED.—One seaman and two marines. WOUNDED.—Mr. Watts, boatswain, and one marine, *dangerously*; Commander Broughton, Mr. Fraser, acting master, and two men, *severely*; Mr. Bentham, midshipman, and five men, *slightly*.

watched by the British squadron, she was unsuccessful, and about to proceed on her return voyage: fortunately for the objects of humanity, the Primrose fell in with her. In the act of boarding, Commander Broughton received a thrust from a pike in the abdomen, and was obliged to return to his own quarter-deck, faint from loss of blood, the intestine being partially cut. The enemy, who had been driven from their guns, were now strongly posted on the forecastle, and fought most desperately, imagining that they would not receive quarter. Of the twenty wounded men, six died. The Spanish commander had his arm amputated above the elbow, and another man underwent a similar operation close to the shoulder joint. The total number of officers, men, and boys on board the Primrose at the commencement of the action, including 25 native Africans, who secreted themselves until its termination, was 135. The Velos Passagero had not a single boy among her crew. For his gallant conduct on this occasion, Commander Broughton was advanced to the rank of captain, Nov. 22d, 1831; and as a further mark of the approbation of the Admiralty, his first lieutenant, Butterfield, was shortly afterwards promoted.

Captain Broughton married, in 1833, Eliza, eldest daughter of John Perfect, of Pontefract, co. York, Esq.

ALEXANDER ELLICE, Esq.

Entered the royal navy in 1806; served as midshipman on board the Imperieuse frigate, Captain the Hon. (now Sir) Henry Duncan; obtained his first commission on the 30th Oct. 1813; was fifth lieutenant of the Minden 74, Captain William Paterson, at the battle of Algiers, Aug. 27th, 1816; and continued to serve in that ship until paid off, on her return from the East Indies, with the flag of Vice-Admiral Sir Richard King, in 1820. He was made commander Feb. 19th, 1823; appointed to the Victor sloop, May 17th, 1831; promoted to the rank of captain, while serving on the coast of Portugal, Dec. 20th, 1831; and selected by Vice-Admiral

the Hon. C. E. Fleeming, to command his flag-ship, the Ocean 80, in the River Medway, Aug. 16th, 1834.

This officer married, Sept. 28th, 1826, Lucy Frances, daughter of the late Charles Locke, Esq., and grand-daughter of the late Duchess of Leinster.

CHRISTOPHER WYVILL, Esq.

We first find this officer serving as midshipman on board the Thames frigate, commanded by the present Lord Radstock, and employed in one of her boats at the capture and destruction of seven large Neapolitan gun-vessels, five armed scampavias, and thirty-one transports, laden with stores and provisions for Murat's army at Scylla, July 25th, 1810 *.

On the 5th Oct. following, Mr. Wyvill assisted at the capture of ten transports, near Agricoli, in the Gulph of Salerno; and on the 16th June 1811, at the destruction of ten large armed feluccas, on the beach near Cetraro. He shortly afterwards followed Captain Waldegrave into the Volontaire frigate, and was particularly mentioned by him in an official letter addressed to the commander-in-chief on the Mediterranean station, reporting the capture and destruction of two batteries and fourteen merchant vessels, at Morjean, near Marseilles, Mar. 31st, 1813 †. His first commission bears date July 5th, 1813.

After serving on board several ships, and for nearly three years as flag-lieutenant to Sir John P. Beresford, commander-in-chief on the Leith station, Mr. Wyvill was made commander, July 29th, 1824; and in 1827, he appears to have been appointed to the Cameleon sloop, employed in the Mediterranean. On his passage thither in the Dartmouth 42, that fine frigate narrowly escaped being burnt, owing to some men having set fire to a cask of spirits which they had clandestinely opened. Her preservation was greatly attributable to the spirited behaviour and personal exertions of

* See Suppl. Part I. p. 191.

† See *id.* p. 194.

Commander Wyvill, who, with one of the gunner's-mates, plugged the cask and slung it, apparently in the midst of the flame. On the 31st Jan. 1828, he was present in the Cameleon at the destruction of several Greek piratical vessels, lying in the port of Carabousa *. He obtained the rank of captain Feb. 22d, 1832.

THOMAS LAMB POLDEN LAUGHARNE, Esq.

Obtained his first commission on the 8th April 1806; served as second lieutenant of la Nereide frigate, Captain (now Sir Nisbet J.) Willoughby; and was one of the gallant companions of that heroic officer when he landed at Jacotel, in the Isle of France, April 30th, 1810 †. We subsequently find him first of the Boadicea, Captain (now Sir Josias) Rowley, by whom he was recommended to the "favorable notice" of Vice-Admiral Bertie, commander-in-chief on the Cape station, for "the steadiness and zeal he manifested" at the re-capture of H. M. ship Africaine, in the presence of two French frigates, near Isle Bourbon, Sept. 13th, 1810 ‡. On the 21st of the same month, Captain Rowley reported the capture of la Venus frigate commanded by Mons. Hamelin, senior officer of the French squadron in India; and the recapture of H. M. ship Ceylon, having on board Major-General the Hon. John Abercromby and his staff §. The following is an extract from the official letter addressed to Vice-Admiral Bertie on this occasion: — "To Lieutenant Laugharne I feel much indebted, for his able assistance in taking charge of and conducting into port the Africaine and la Venus; and I beg you will have the goodness to recommend him to the Lords Commissioners of the Admiralty."

A few days afterwards, Lieutenant Laugharne was promoted to the command of the Otter sloop, and ordered to England with despatches announcing the Vice-Admiral's

* See Suppl. Part II. p. 451, *et seq.*
† See *id.* p. 148, *et seq.*
‡ See Vol. I. Part II. p. 629, *et seq.*
§ See *id.* p. 630, *et seq.*

intention of resuming the blockade of Port Louis. On his passage to the Cape of Good Hope, he fell in with a dangerous shoal, lat. 33° 56′ S., long. 36° E., seemingly very extensive, and no part of it visible above water. His advancement to the rank of commander took place Feb. 12th, 1811.

This officer's next appointment was, about Feb. 1812, to the Alert sloop (formerly a Newcastle collier), mounting fourteen 18-pounder carronades and two long sixes, with a complement of 86 officers, men, and boys; destined to the Halifax station. On the 13th Aug. following, being then in search of the United States' ship Hornet, he fell in with, and after a short action was captured by the Essex frigate, of 46 guns and 328 men. His "conspicuous gallantry" in bearing down upon the enemy, "entitled him," says Mr. James, "to a better ship than the Alert, a better first lieutenant than Andrew Duncan, who gave him no support, and a better crew than his officers and men, who, except Johanson Clering, the master, and William Haggerty, the purser, went aft to request him to strike the colours. Captain Porter (of the Essex) disarmed his *fine* prize, and sent her, with the prisoners, as a cartel, to Newfoundland; where, on the 8th Oct., Commander Laugharne and his officers and men were tried for the loss of their ship. The commander, master, and purser were most honorably acquitted; the first lieutenant was dismissed the service; and the remaining officers and crew obtained, along with their acquittal, the marked disapprobation of the court *."

The subject of this sketch was appointed to the Achates sloop about July 1814; and to be an inspecting commander of the coast guard in Nov. 1823. For his exertions in the latter service, he received a captain's commission dated April 4th, 1832.

Captain Laugharne married, in 1820, Mary Amelia, eldest daughter of the late Sir Stewkley Shuckburgh, Bart.

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* *Naval History*, vol. vi. p. 128.

GEORGE SMITH (*a*), Esq.

Obtained the rank of lieutenant in Sept. 1815; and served as such on board the Dispatch sloop, Comm. William Clarke Jervoise, on the Mediterranean station. In 1830, being then a commander, he was appointed to superintend the instruction of officers and seamen in gunnery, on board the Excellent 58, at Portsmouth; and all inventions relating to this part of the equipment of a man-of-war, were referred for his opinion. He was promoted to the rank of captain "for improvements in gunnery," April 13th, 1832.

This officer is the inventor of very superior sights for ships' guns, and of a moveable target, at which the crews of H. M. ships are now generally practised, for the purpose of instructing them in the art of pointing the great guns. The target is thus spoken of in the Hampshire Telegraph:—

"As the advantage of dispart or top-sights is now generally acknowledged, the object is—first, to teach seamen the application of them, as simply and expeditiously as possible; and, secondly, how to fire when their ship *is rolling*, or when firing at *a moving object*. The principle of the invention is entirely novel, and its name does not convey an adequate idea of its nature and utility. The following may make it intelligible:—On one end of a wooden bar, or lever, about eight feet long, is hung a light frame, three feet square, filled with canvas; on one side a white cross is painted, on the other a circle, with a bull's eye. The lever vibrates from the centre, on a pin attached to an octagon block of wood, eighteen inches in length, and eight in diameter, on which is the requisite machinery to allow it a vertical and lateral motion, either singly or together, and to stop them both at the same instant: the lever is balanced by a weight at the opposite end, the whole suspended by an iron bar, about three feet long, to one of the foremost beams on the main deck, either object of the target facing aft. A gun, *ascertained not to be loaded*, is run in under the half deck, and the men taught the first principle of pointing, by being made to bring the *sights and a fixed object directly in one*, the target being stationary. The lever is then made to vibrate, which causes the object to pass and repass before a man's eye, as he keeps *the sights in one*, so as to represent the effect of his ship when rolling; and by the simple application of a line (the main feature of the invention) rove through a fair leader at the ventfield, representing a lock lanyard, and carried along under the beams to a trigger in the machinery of the target, a man, who is made to stand with it at a dis-

tance, as if the gun would recoil, has the power of stopping the motion of the lever as quick as the action of a great gun lock, and, consequently, fixing the object where it happens to be when he pulls the trigger line; he is then to look along the sights on the gun, and see if he has fixed the object in a direct line with them; if he has, he has fired a *good shot;* if not, it is presumed he *would not have* hit his mark if actually firing. The lever is made to move laterally, so as to represent an object to fire at *opening from forward or aft.* When it is wished to increase the difficulty of hitting the mark, the lateral and vertical motion can be given at the same time, to shew the effect of the combined pitching and rolling motion. This inboard exercise is calculated to teach men to fire a good shot, by quickening their eye; and to be a sure and easy test of a man's abilities as a marksman. It can be carried on without interrupting the ordinary duties of a ship at sea or in harbour; and, though it is (save the explosion) the same as firing, it is not intended to curtail the expenditure of powder and shot, but to prevent any from being *thrown away.* As the crew of one gun only is thus exercised at a time, the *important* part of *working* the guns can be attended to in another part of the ship. The utility of this *Lever Target,* as it is now called, is obvious, when an officer wishes to ascertain, in a newly commissioned ship, what men are fittest to be selected as first and second captains of guns, as a man will shew what manner of man he is in one exercise. It is equally adapted to all classes of vessels, and can be fixed upright on deck, or hung to a beam. It is sufficiently portable, as it stows away in a box the size of a grape shot-box. In order that its effect on a ship's company may be exemplified, its inventor has suggested a plan for a floating target, being merely an old hammock, stretched and painted, in a light iron frame, to stand up in the water at right angles, on a spar frame, moored by grapnels abreast of the ship. The intention is to present a conspicuous object, that may be repeatedly struck, and to prevent the expenditure of casks, which are often destroyed by the first shot that strikes them."

SAMUEL RADFORD, Esq.

Whose services are recorded in Vol. IV. Part I., was promoted to the rank of captain May 31st, 1832.

CHARLES HAMLYN WILLIAMS, Esq.

(Formerly Charles Hamlyn, Esq. See Vol. IV. Part I. p. 330.)

Was appointed to the Racehorse, of 18 guns, Sept. 21st, 1830; and removed from that sloop to the Champion 18, which vessel he paid off June 23d, 1832. He obtained the rank of captain on the 4th of the following month, as a reward "for important services at Jamaica during the late insurrection of the slaves;" and married, Aug. 15th, 1833, Harriet, youngest daughter of the late Sir Nelson Rycroft, Bart.

HENRY FRANCIS GREVILLE, Esq.

Is a son of Henry F. Greville, Esq., by Catherine, second daughter of Sir Bellingham Graham, Bart., of Norton Conyns, in the west riding of Yorkshire. His grandfather, Fulke Greville, Esq., Envoy Extraordinary and Minister Plenipotentiary to the Court of Munich, was the son of the Hon. Algernon Greville, second son of Fulke, fifth Lord Brooke, ancestor of the present Earl of Warwick, by Mary, daughter and co-heiress of Lord Arthur Somerset, fifth son of the Duke of Beaufort. His grandmother was Miss Macartney, of Granard, county Longford, Ireland, a rich heiress. His father's sister married the late Lord Crewe; one of his uncles was united to Lady Charlotte Bentinck, daughter of the Duke of Portland; another is retired Captain William Fulke Greville, R. N., a man of very large fortune.

This officer was born at Ebberston, co. York, Aug. 24th, 1794; and entered the navy, as midshipman on board the Renown 74, Captain (now Sir Philip C. H.) Durham, in Mar. 1806. We next find him, about Sept. 1808, joining the Arethusa frigate, Captain (afterwards Sir Robert) Mends, under whose command he saw much active service, and was shot through the leg in a boating expedition, on the north coast of Spain, in 1809. He was subsequently removed to the San Josef 110, flag-ship of Sir Charles Cotton, com-

mander-in-chief on the Mediterranean station; and, about July 1810, to the Volage 22, Captain Phipps Hornby, which ship formed part of the squadron under Captain William Hoste, in the brilliant action off Lissa, Mar. 13th, 1811 *. From Sept. following until Mar. 1812, he served under Captain Philip Carteret, in the Naiad frigate, on the Boulogne station, where he assisted at the capture of two French 16-gun privateers. He was afterwards actively employed on the coast of North America, in the Junon frigate, Captain James Sanders, and as commanding officer of the Abeona, tender to Sir J. B. Warren's flag-ship, from which he was appointed, in July 1813, to act as lieutenant of the Woolwich 44, *armée en flûte*, Commander T. B. Sulivan, with whom he suffered shipwreck on the north end of the island of Barbuda, during a dreadful hurricane, Nov. 6th in the same year. His promotion to the rank of lieutenant took place Jan. 4th, 1814.

Mr. Greville's subsequent appointments were, in 1814, to the Minerva and Araxes, frigates;—July 31st, 1820, to be senior lieutenant of the Menai 26, Captain Fairfax Moresby, on the Cape of Good Hope station;—and, in May 1821, to command that ship's tender, the Wizard, manned partly by government slaves from the Mauritius, and employed on a special service in Southern Africa †, where he continued until Feb. 1822. He was promoted to the command of the Heron 18, at the Cape, July 19th following; and has since commanded the Espoir sloop on the same station. He obtained his present rank on the 27th Aug. 1832.

Captain Greville married, June 1816, Harriet Dorothea, only child of General John Despard, and niece to Sir Thomas Dalrymple Hesketh, Bart., by whom he has had several children. His eldest brother is senior major of H. M. 38th regiment of foot.

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* See Suppl. Part II. p. 70.

† See Suppl. Part III. p. 365.

JOSEPH HARRISON, Esq.

Son of an old naval lieutenant, who died agent for transports at Plymouth in 1808. He obtained his first commission on the 10th May, 1807; and was appointed to the Achille 74, Captain Sir Richard King, Nov. 16th, 1809. In the summer of 1810, he commanded a Spanish gun-vessel, manned by that ship, and employed in the defence of Cadiz. He subsequently served off Toulon, on the coast of Sicily, in the Adriatic, off Cherbourgh, and on the South American station, from whence he returned home, and was put out of commission, in the autumn of 1816; at which period the Achille had been under the command of Captain (now Rear-Admiral) Hollis upwards of five years *.

Lieutenant Harrison was made a commander in Sept. 1818; and promoted to the rank of captain, while serving in the Favorite sloop, on the coast of Africa, Oct. 9th, 1832. He continued in that vessel until paid off, at Portsmouth, in Aug. 1833.

This officer married, April 15th, 1820, Catherine, second daughter of —— Mottley, Esq., of Portsmouth.

JAMES MARSHALL, Esq.

Was made a lieutenant on the 4th Mar. 1815. His admirable system of mounting naval ordnance, an invention which, from its importance to H. M. service, cannot be too highly appreciated, led to his promotion to the rank of captain, Nov. 19th, 1832.

In 1827, this officer's new gun-carriage was tried repeatedly on board the Galatea frigate, under the inspection of Rear-Admiral Sir Thomas M. Hardy, and was found greatly superior to the common gun-carriages, in facility and rapidity of training and firing, as well as in allowing a greater tra-

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* See Vol. II. Part I. p. 122.

versing of about a point each way fore and aft. A series of experiments were subsequently carried on at Portsmouth, under the able management and impartial scrutiny of Captain Thomas Hastings, on board the Excellent 58, giving proof upon proof of the excellencies of the new system, in economy of labour, in time of manœuvring, in the number of hands to serve the gun, in command of range, elevation, depression, and last, not least, in precision of fire. The breechings, too, underwent the severest tests, establishing facts beyond the power of biassed opinion to controvert. In consequence thereof, a very strong and unqualified report in favour of adopting the plan in our navy was sent by Captain Hastings to the Admiralty; and, in 1833, an order was issued for all ships to have their stern and bow guns mounted upon Marshall's principle.

THOMAS DICKINSON (*b*), Esq.

(*Vol. IV. Part I. pp.* 251—261.)

Was advanced to the rank of captain Nov. 29th, 1832.

JOHN MILLIGAN LAWS, Esq.

Nephew to Sir Robert Seppings, Knt., late Surveyor of the Navy*.

This officer was made a lieutenant on the 11th Nov. 1818; appointed to the Spartan frigate, Captain W. F. Wise, Oct. 14th, 1819†; to the Aurora frigate, Captain Henry Prescott, April 7th, 1821‡; to command his uncle's experimental ship, the Sapphire 28, in 1826; and to act as captain of the Southampton 52, bearing the flag of Rear-Admiral Sir Edward W. C. R. Owen, on the East India station, April 17th, 1831. He obtained a commander's commission July

* See Vol. III. Part II. pp. 306—311.

† See Suppl. Part I. p. 152. ‡ See Suppl. Part II. p. 110.

1st, 1825; returned home in the Southampton, Oct. 12th, 1832; and was promoted to the rank of captain Jan. 7th, 1833.

OSBORNE FOLEY, Esq.

Nephew to the late Admiral Sir Thomas Foley, G. C. B., Rear-Admiral of Great Britain, who died commander-in-chief at Portsmouth, Jan. 9th, 1833.

This officer entered the royal navy in 1812; obtained his first commission on the 5th Feb. 1821; and was promoted to the rank of commander, while serving under the flag of Sir Edward Codrington, in the Asia 84, on the Mediterranean station, April 28th, 1827. He was made a captain, in compliment to the memory of his gallant uncle, Jan. 16th, 1833.

JOHN LIHOU, Esq.

Nephew to Admiral Lord De Saumarez, G. C. B., General of Marines, &c.

This officer obtained a lieutenant's commission in Oct. 1811; and was appointed to the Tonnant 80, flag-ship of the Hon. Sir Alexander I. Cochrane, on the Halifax station, in the beginning of 1814. He subsequently entered into the merchant service, and commanded the ship Zenobia, of Calcutta, for some years in the East Indies and Pacific. The following is extracted from the Sidney Gazette, April 1823:—

"The Zenobia, Captain John Lihou, is the first ship, we believe, which has ever succeeded in passing Torres Straits from the westward, the general course being from the eastward. This essay of nautical skill was accomplished after the loss of four anchors and the rudder. The ship was afterwards brought up with guns in a fine and extensive harbour in Endeavour Strait, which Captain Lihou reports to be capable of affording commodious and safe anchorage to a first-rate man-of-war, having 6½ fathoms, with a mud bottom, within a bar that crosses the entrance, but over which the Zenobia, of 550 tons, glided with ease. This harbour,

which had not previously been discovered by any British commander unless Captain King, R. N. should have gone in that direction, afforded plenty of excellent fresh water."

We are not aware that any vessel has ever succeeded in effecting a passage in this direction since the Zenobia; neither did Captain King visit this harbour, to which Mr. Lihou gave the name of Port Yarborough, and which is particularly valuable from being the only one known in these dangerous straits.

On the 12th May 1827, Mr. Lihou was promoted to the rank of commander. In 1829, he obtained letters patent for some improvements which he had made in the mode of hanging ships' rudders, whereby great facility was given to their working, repairing, and management. In the same year, a vessel fitted with his rudder was launched from the building-yard of Messrs. Curling and Smith, in the presence of a concourse of curious and scientific persons, among whom were a number of naval officers and merchant captains, who all bore unequivocal testimony to the value of the invention. The following "Report of a Survey held at the royal dock yard, Woolwich," was transmitted to the Admiralty, Aug. 25th, 1830:—

"In pursuance of the directions of the Lords Commissioners of the Admiralty, we, the undersigned, have minutely examined the rudder fitted to H. M. S. Raleigh by Commander Lihou, royal navy; have unshipped and reshipped it with great facility; and are of opinion that it possesses the following advantages: viz.—

"I. It is easier repaired if knocked off, by the pintle and its brace being separate, and can be readily replaced, under any circumstances, at sea, by each ship being supplied with a spare set of pins.

"II. The rudder working in a rule-joint in the stern-post, facilitates its being shipped at sea; and fitting so closely at the heel, it precludes the possibility of any ropes getting in between.

"III. The rudder is found to work easier in consequence of these pintles being turned in a lathe; and we recommend the upper pintle (which is of iron, and upon the old plan) to be altered so as to correspond with the others, which we consider will make the plan most perfect.

"IV. The pins of the pintles, being cylindrical, must, in the event of their breaking, fall out of the googings; consequently possess, in our opinion, a decided advantage, inasmuch as it precludes the necessity of

either docking a ship, heaving her down, or even returning into port, which must be the case when the broken pintles are hard jammed in.

" V. A towing strap (with a pendant attached to it) on the head of the rudder, we consider preferable to the rudder pendants and chains, from the facility it affords in veering the rudder clear of the stern, and getting it alongside for hoisting in.

" VI. Two straps round the rudder-head (used as slew ropes), to which straps the relieving tackles are hooked; and by this simple plan, two men to each moved the rudder with perfect ease from side to side, answering all the purposes of the horns, chains, and pendants, which may be discontinued, and thereby a considerable expence saved.

(Signed) " Samuel Warren, Commodore.
" David Dunn, Captain.
" Francis Fead, Captain."

The following are selected from a great number of similar testimonials, communicated by individuals of known ability and long experience in their profession :—

" *London, 2d August,* 1830.

" I hereby certify that the barque ' John Pink,' under my command, has made a voyage from London to Jamaica and back, with a rudder fitted on the plan of Captain Lihou. I further certify, that it has answered in all respects, during every variety of weather, to my entire satisfaction; and that, besides the facility of rehanging it in case of damage, the rudder moves with much greater ease than rudders on the old plan, to which I consider it far superior.

(Signed) " Robert Nixon, Master."

" *H. M. R. C. Stork, Leith Roads, Aug.* 30, 1830.

" Sir,—It gives me much satisfaction to state, that the rudder on your plan, fitted to the Stork revenue cutter, under my command, works well and easy; and I have no hesitation whatever in saying that it answers every expectation. I am, Sir, &c.

(Signed) " S. Barrett, Lieut. and Commr.

" *To Commander Lihou, R. N.*"

" *London, Sept.* 9, 1830.

" I hereby certify, that the ship Chieftain, under my command, has made a voyage to the West Indies and back to London, with a rudder fitted on Captain Lihou's plan; and I consider it but simple justice to state, that during an experience of thirty-three years, commanding vessels out of this port, I have never before met with an invention so important to shipping. A child of six years old can steer my ship on the present plan; and in the event of the rudder being knocked off, and the pintles broken, I have the means of repairing them, and re-hanging it at

sea or on any foreign coast, in a few hours, at no additional expence, as complete a manner as is now done by returning to port and getting new pintles. (Signed) "THOMAS PATTISON, Master."

In the same year a general order was issued by the Commissioners of the Navy, for fitting the rudders of all such of His Majesty's ships, as may hereafter be built or repaired, on Commander Lihou's improved plan, which has since been adopted by foreign nations, its advantages having become universally known and appreciated.

On the 1st Feb. 1833, Commander Lihou was appointed to the Victory 104, bearing the flag of Sir Thomas Foley, at Portsmouth; where, in Sept. following, he had the gratification to witness the launch of the Neptune 120, fitted with his patent pintles to her rudder. As a reward for his valuable invention, he was advanced to the rank of captain, Feb. 4th, 1833.

THOMAS CAREW, Esq.

(*Vol. IV. Part I. p.* 207.)

WAS promoted to the rank of captain on the 1st Mar. 1833.

WILLIAM NUGENT GLASCOCK, Esq.

WENT first to sea in Jan. 1800, as midshipman, on board the Glenmore frigate, Captain George Duff, on the Irish station, and followed that distinguished officer into the Vengeance 74, attached to the Channel fleet, early in 1801.

After the battle of Copenhagen, the Vengeance was sent to reinforce the Baltic fleet; and we subseqently find her employed off Rochefort, whence she was ordered to Bantry Bay, for the protection of that part of Ireland. Upon this station she continued until the signature of the preliminaries of peace, when she was selected to form part of a squadron under Rear-Admiral (afterwards Sir George) Campbell, destined to Jamaica, for the purpose of watching the movements of an armament sent from France, to attempt the recovery

of the French part of St Domingo from the usurped government of the blacks. Previously to his departure for the West Indies, Mr. Glascock witnessed a mutiny in the Bantry Bay squadron, and the execution of the ringleaders at Spithead.

On the renewal of hostilities, in 1803, Mr. Glascock joined the Colossus 74, Captain (now Sir George) Martin, whom he followed into the Barfleur 98, of which ship he was signal mate in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805.* On that occasion, the master of the Barfleur and two men were killed, and her first lieutenant (Peter Fisher) and six men wounded. On the 22d of the following month, Mr. Glascock witnessed the brush between the van ships of the fleet under Admiral Cornwallis, and the rear of the French line in Bertheaume Bay, near Brest, of which we have made mention in Vol. I. Part II. p. 698, and Suppl. Part IV. p. 411, *et seq.*

Mr. Glascock passed his examination for lieutenant in Sept. 1808, and was promoted into the Dannemark 74, Captain (afterwards Rear-Admiral) James Bissett, on the 8th Nov. following. That ship formed part of the squadron under Sir Richard J. Strachan, at the attack and reduction of Flushing, in Aug. 1809,† and Lieutenant Glascock subsequently suffered much from the Walcheren fever, of which he had several relapses. His next appointment was, about July 1812, to the Clarence 74, Captain (now Rear-Admiral) Henry Vansittart, employed in the blockade of Rochefort, on which station he participated in one or two boating affairs with the enemy.

After the close of the European war, in 1814, he joined the Tiber 38, Captain J. R. Dacres. We subsequently find him serving as first lieutenant of the Madagascar and Meander frigates (both commanded by Captain Sir James Alexander Gordon), and displaying much coolness and presence of mind when the latter ship struck on the Garbard Sand, near Orfordness, in a gale of wind, Dec. 19th, 1816.‡ On

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* See Vol. I. part I. p. 405. † See *id.* p. 290.
‡ See Vol. II. Part II. p. 946.

that occasion, without waiting for orders, he directed the helm to be put up, to run the ship, if possible, over the shoal, had it not been for which she would, in all probability, have stuck fast and soon gone to pieces.

In the spring of 1818, Mr. Glascock was appointed first lieutenant of the Sir Francis Drake 38, flag-ship of Sir Charles Hamilton, governor of Newfoundland, from whom he received an order to act as commander of the Carnation sloop, Nov. 20th following. This appointment was confirmed by the Admiralty on the 31st Dec. in the same year. He commanded the Drake brig from May until Dec. 1819, when he was obliged to invalid. He subsequently was appointed to the Orestes ship-sloop, which vessel he joined at Lough Swilly, Aug. 12th, 1830, and paid off at Portsmouth, Oct. 1st, 1833, four months after his advancement to the rank of captain.

The Orestes was first employed in cruising on the coast of Galway, where she encountered a terrific storm on the 19th Nov. 1830. During this tempest many vessels were stranded, four of which Commander Glascock succeeded in getting off the rocks, and restoring to their owners, long after their total abandonment.

The following is an extract of his official report on this occasion:

"*Galway Roads, Jan. 1st*, 1831.

"Having upon the coming of the spring tides made previous arrangements, four parties, each commanded by an officer, the whole under my personal superintendance, were, on the 27th ult. severally despatched to perform the various duties of excavating rocks, cutting channels, laying out anchors, buoying with casks the bottom of each vessel, and bringing to the fore-foot of two of the largest the most powerful purchases which could be procured from H. M. sloop. The result of this arduous and truly laborious undertaking, which I need scarcely add, fell heavily upon so small a complement of men, has been, that by the persevering exertions and seaman-like conduct of the two lieutenants, the master, and three warrant officers, together with the cheerful alacrity and orderly demeanour of the crew of the Orestes, during five days and three nights of the most harassing and incessant labour, three valuable vessels * have not only been rescued from plunder and total destruction, but have, in a

* Two Barmouth brigs and a Grangemouth schooner.

perfectly uninjured state, been restored to their owners, and safely secured within the piers of this port."

On the 25th Jan. Commander Glascock reported that the fourth vessel, a sloop belonging to Dumbarton, had, by the greatest exertions on the part of his officers and crew, been got off, and likewise safely secured in Galway harbour. The only reward which he received for these services, not having made any claim for salvage, was, the official approval of his commander-in-chief, Rear-Admiral the Hon. Sir Charles Paget.

Commander Glascock was next sent, in May 1831, to the river Tyne, to tranquillize the dissatisfied seamen of Newcastle and Shields. His situation there was beset with difficulties of a critical nature, arising from political causes, the prejudices peculiar to the seamen of the north, and the anomalous jurisdiction of the river, added to the circumstance of his possessing no definite official instructions to guide and govern his public conduct. After four months of unenviable service, however, he succeeded, to the satisfaction of all parties, in subduing the riotous, and restoring order, for which he received a public expression of thanks from the mayor and corporation of Newcastle. He was subsequently employed as senior officer on the Irish station.

Pending the civil war in Portugal, Commander Glascock was entrusted with the command of the naval force in the Douro, which he retained for nearly a year. During the greater part of this time, the city of Oporto was in a constant state of actual siege, and the British squadron as constantly exposed to the incessant cross-fire of both belligerents, and in hourly danger of explosion from the interminable succession of shells bursting and falling in the river. No instance stands on record of an officer of the same rank holding a command replete with such personal responsibility, and fraught with consequences of such international and political import. The following is an outline of the occurrences in that quarter during the period of his command:

The Orestes entered the Douro on the 23d Sept. 1832, in company with the Childers sloop, Commander Robert Deans,

the then senior officer. On the 28th of the same month, the captain's steward of the latter ship was mortally wounded, by a shot in the loins, when standing on the forecastle. "The circumstance at the time," says Commander Glascock, "occasioned a great sensation,—for we were then strangers to the assassinating system of murdering individuals, by musketry across the river, and of course had not calculated that lookers-on were as likely as others to lose their lives. The accident originated in a foolish frolic on the part of some of the Oporto watermen, who had, early in the morning, capsized from the cliff abreast of the British sloops, a number of empty pipes, which it had been supposed the Miguelites had there placed, for the purpose of building a battery. Encouraged by their morning's work, these brave barcadoes were again induced to ascend the hill: but hardly had they reached the summit before they were seen scampering down, flying from a handful of armed guerillas." Taking to their boat, they sought shelter under the lee of the Britomart, a British bark, moored close to the Childers, and thus brought upon that sloop and her consort a most galling fire, the merchant vessel having just before given great offence by discharging on the constitutional side a cargo of heavy guns. On the following day, Mr. Emeric, E. Vidal, purser of the Asia 84, was dangerously wounded whilst on shore viewing a desperate attack made by the Miguelites upon Don Pedro's lines near Oporto.*

On the 11th Oct. three musket-balls were fired, and to all appearance purposely, at the Orestes, from the summit of a hill known by the name of the "Quarantine Ground." The party firing were attired as soldiers. One shot fell close alongside. There being no object whatever then in the vicinity of the Orestes to provoke a fire, her commander was quite at a loss to conjecture the cause of such an egregious violation of neutrality—"particularly after the extraordinary forbearance which had been recently manifested by both of

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* Naval Sketch Book, 2d series, Vol. II., pp. 159 and 165.

H. M. ships under circumstances so peculiarly annoying." On the 19th, Commander Glascock was under the necessity of complaining to Colonel Hodges, commandant of the British brigade in the service of Don Pedro, that two privates of that corps had conducted themselves, when passing close by the Orestes, in a manner truly insulting to His Britannic Majesty's flag.

On the 5th Nov., the Childers having quitted the Douro, Commander Glascock became senior officer of the squadron in that river, then consisting of the Orestes 18, Nautilus and Leveret 10 gun brigs, Ætna surveying vessel, and Echo steamer. About the same time part of Don Pedro's naval force, under Vice-Admiral Sartorious, crossed the bar, and moored in positions best suited to defend the Foz, or to act as occasion might require. On the 9th, a mortar battery compelled some of these vessels to make a move; and next day the Sampaio, a formidable fortress commanding the mouth and lower extremity of the river, unmasked, opening a tremendous fire on one of the corvettes. The retreat of the constitutional squadron created no little confusion: then it was that the British men-of-war and merchantmen became in an awkward dilemma; for in taking up their new positions, Sartorious's ships had mingled with both the former.

In a letter to Rear-Admiral Parker, dated Nov. 10th, Commander Glascock says: "Placed as I am in a situation of such responsibility—removing the whole squadron from side to side as the batteries open from contending parties—I trust you will excuse my not being able to enter into a full detail of the operations so suddenly commenced this day. Don Miguel's general (the Visconde de Santa Martha) has opened batteries, which if not carried by a coup-de-main on the part of Don Pedro's troops, must inevitably destroy his shipping in the river; and it will be extremely fortunate if the British vessels, men-of-war as well as merchantmen, escape the fire of the contending parties. At this moment, when I write, shell and shot are passing in all directions between and over the masts of H. M. ships."

On the 12th, at 8 A. M., a shell was thrown so close to the

Leveret that it burst under her bow, producing a concussion which threatened serious damage. The same day, a heavy gale of wind broke most of the ships in the river adrift; but, with the exception of a few spars, little or no damage was done to the British squadron. Don Miguel was then preparing, not only to bombard the city, but to cut off all communication by land as well as by sea, with a view of eventually starving the inhabitants of Oporto. On the morning of the 14th, at day-light, Don Pedro's troops made a sortie from the Sierra convent, with a view of supporting Sartorious's seamen, who landed from their ships to storm a mortar battery on the summit of the Quarantine Ground. The sailors were repulsed, and their leader, Captain Morgul, was mortally wounded; but the troops, (under Colonel Schwallbach, a fine old German soldier,) though only twelve hundred strong, took one hundred and sixty prisoners. Had three or four thousand men been sent instead of twelve hundred, the probability is, the troops of Don Pedro would have destroyed all the batteries on the southern side. From the heavy cross fire of musketry to which H. M. ships were exposed, Commander Glascock was apprehensive some damage would have ensued; but from keeping their crews below, he was happy to report, that with the exception of stranding a shroud here and there, of the lower and top-mast rigging, not a single accident occurred.

On the 17th Nov. a sortie was made by the British and French troops in Don Pedro's service, on the north of their lines. A few Miguelites were made prisoners, and several huts in their camp destroyed; but this was no compensation for the number killed and wounded on the constitutional side. On the morning of the 19th, an occurrence took place which might have led to political consequences of the most serious nature.

Previously to the blockade of the Douro, which was fully established by the opening of the Sampaio battery, the Raven cutter, tender to the Ætna, had been sent to complete a survey of soundings without the bar; but bad weather coming on, she was compelled to procure an offing, and consequently

was ignorant of the existing state of things within. Not distinguishing the signal made to her to keep to sea, she attempted with the flood tide to run over the bar, and was deliberately fired at by the Miguelite batteries. Perceiving that he was the object of the fire from the fort, the lieutenant commanding the cutter hove in stays, thereby evincing the most ready disposition to put back to sea; but still the cannonade was provokingly continued until he got clear out of reach of shot. In reply to the joint remonstrance of Commander Glascock and the British Consul, the Miguelite General assumed somewhat of a lofty tone; yet, though he attempted to justify the act, it was manifest in his answer to their subsequent protest, that he did not altogether divest himself of that subtlety and subterfuge so characteristic of Portuguese diplomacy. The Visconde asserted that the continued fire of which the protest complained was not directed at the Raven, but at Don Pedro's fort, St. John's, on the opposite side of the entrance of the river, which fort, he said, returned a fire upon his battery with a view of protecting the British cutter. In addition to Commander Glascock's testimony, as well as that of the officers of the Orestes, we have seen depositions on the subject from Commanders Lord George Paulet and Edward Belcher, of the Nautilus and Ætna; the former stating, that "to the best of his knowledge, the number of shot fired in the direction of the Raven must have amounted to fifteen, the greater number of which were fired after she had put about with an intention of returning over the bar;" and the latter, "firmly believing the shot were intended for the cutter, as they were not in the direct line for St. John's, and struck the water near the cross rock between his boat and her whilst she was standing to seaward." We should observe, that Commander Belcher, perceiving the Raven could not distinguish the signal to keep to sea, proceeded down the river in his boat, and reached alongside when the forts were still firing at the cutter, "whose blue ensign, pendant, and pilot-jack were during the whole time flying." On the 20th Nov. the commander-

in-chief of H. M. squadron in the Tagus wrote to Commander Glascock as follows :—

" Sir,—I have this morning received by the Leveret your several letters of the 10th, 15th, and 17th instant, the two former detailing the late important events between the contending parties on the banks of the Douro ; and I have to express my entire approbation of the zeal and judgment manifested throughout by your correspondence during an anxious and delicate service. I am, &c.

(Signed) " W. PARKER, Rear-Admiral."

On the 23d Nov., two British brigs, having on board horses and forage for the constitutional army, forced the blockade in opposition to a heavy fire that was opened on them from a battery on the heights of the southern bank of the river. Both the brigs were struck by four or five shot—one was not in the least damaged, the other was hulled between wind and water, and had one horse killed. They attempted to take shelter under cover of his Majesty's ships, a step which was not sanctioned by Commander Glascock, who consequently insisted upon their being warped a-head of the squadron. The Miguelites continued firing upon them, pointing their guns between the masts of the Orestes and Ætna, but without doing either ship any damage. On the 27th, the Pedroite schooner Gracioso, with colours flying, forced the blockade in excellent style, and ran up the river, returning with her pop-guns the fire of the Sampaio battery. On the following day, Don Pedro's troops made some sixty or seventy prisoners, and massacred as many more *when in the act of laying down their arms.* The number of killed and wounded on the Miguelite side could not be ascertained. About seventy of the constitutionalists were seriously wounded. On the 30th, Oporto was bombarded for several hours ; several hundred shells had previously been thrown into the town, but not more than five or six persons had perished. On the 1st Dec., Commander Glascock reported to the Admiralty as follows :—

" In consequence of the Visconde de Santa Martha having requested the removal of H. M. squadron higher up the river, for the purpose of en-

abling the batteries of Don Miguel to open an uninterrupted fire upon his opponents, H. M. ships were this day removed to the position proposed by me and agreed to by the Visconde; but scarcely had the Orestes taken up her anchorage * before a heavy fire of musketry was not only opened upon her decks, but as well upon the boats which were employed in laying out the necessary stern-fasts to secure her. Three musket-balls were put into the bow of the barge, and several others in and about the masts and bulwarks of H. M. ship. Their Lordships will appreciate the great forbearance manifested by British seamen, when they are informed that the principal part of the fusilade proceeded from a *fraternity of friars.*"

This hostile proceeding called forth a strong remonstrance on the part of Commander Glascock, who, in his letter to the Miguelite General, thus expressed himself:—

"Luckily no lives have been lost; but I must now forcibly remind your Excellency, that there are limits beyond which patience and forbearance cannot be carried; and I do therefore trust that prompt and decisive means will be resorted to by your Excellency to prevent even the possibility of the recurrence of such outrages, otherwise consequences may ensue for which I neither can nor will be responsible."

To this, the Visconde de Santa Martha made an apologetic reply; and Commander Glascock, on the 2d Dec., informed Rear-Admiral Parker that his remonstrances with the contending parties appeared "for the present to have silenced the fusilade which had been so long kept up from both sides of the river."

Dissensions had now for some time prevailed at Oporto; resignations consequently followed: the Duke of Braganza appeared to be quite at a stand still for want of money, ammunition, and a general-in-chief to whom he could intrust the execution of any important military measure. At the same time a most obstinate pertinacity prevailed amongst the owners and masters of British merchant vessels. Although the Consul, Colonel Sorrell, recommended as many as possibly could to depart the Douro, the masters appeared as it were callous to all reasonable advice, indulging in the

* Under the walls of the convent of St. Antonio.

opinion that his Majesty's Government, to use their own vulgar expression, would "see the British flag righted."

Between Nov. 29th and Dec. 2d, several hundred shells were thrown into the town, with a view, as the Miguelites gave out, of practising their artillery and ascertaining the range, preparatory to a regular bombardment and assault. A convent was burnt down to the ground, and some houses on the river side suffered considerably; but singular to say, there were not above three or four persons killed, and about as many wounded.

On the 3d Dec., the Visconde de Santa Martha wrote to Commander Glascock, complaining that the British flag had been worn by a large Portuguese boat in which was a Caçadore officer. In reply, his Excellency was acquainted that the boat alluded to had been retained for the use of His Britannic Majesty's squadron, as the boats of the men-of-war were not at all times calculated to cross the dangerous bar of Oporto; and that the "*Caçadore officer*" was no other than the second lieutenant of the Ætna. On this occasion, the Visconde conveyed to Commander Glascock "a flattering expression of the sentiments he entertained of the British naval service, and the confidence he reposed in him with respect to the continued observance of a strict and honorable neutrality."

On the 5th and during the night of the 7th Dec., Oporto was severely bombarded. Dissensions still continued; and the non-payment of the troops in Don Pedro's service, particularly the British battalion, gave rise to much dissatisfaction and disorder. On the night of the 5th, two of Sartorious's brigs left the Douro; the batteries opened upon them, but they escaped unhurt. On the latter day a most disgraceful deception was practised by a steam-vessel belonging to Mr. George Brown, of the Baltic Coffee House, London, as will be seen by the following extract of an official letter from Commander Glascock to Captain Markland, of H. M. S. Briton, the senior officer without the bar, dated Dec. 8th, 1832:—

"An occurrence happened yesterday of a very disagreeable nature—as a British officer I could not but feel highly indignant. The 'Lord of the Isles,' merchant steam-boat, (William Benson, master,) with three hundred troops from Brest, and several barrels of gunpowder on board, entered the Douro with a British red ensign and mast-head pendant, both flying until the latter was by my directions hauled down, with a view of prosecuting the party according to the act of 3 Geo. IV. Chap. 110, sect. 2.

"I regret that an abuse of the British flag, and such an usurpation of the pendant, should have occurred at this moment; but believing that it was one of H. M. packets, the officer commanding the fort at Sampaio permitted the 'Lord of the Isles' to pass perfectly unmolested. Upon investigating the circumstance, I discovered that the master of the steam-vessel was excessively drunk, and that an officer from the 'Don Pedro,' now cruising without the bar, had been sent on board the steamer to conduct her into the river. I shall take upon myself to protest officially against such an unjustifiable proceeding, and I hope that H. M. Government will approve of the measure. The British flag has been already so much abused, that it will be to me a matter of the greatest difficulty to remove from the mind of the Visconde de Santa Martha the impression that I, as senior officer in the Douro, have not participated in the deception practised.

"Upon the instant the deception was discovered, I sent Commander Belcher to communicate verbally with the General in command on the southern side of the Douro. He was not so fortunate as to see the Visconde de Santa Martha, but communicated with an officer of rank, who seemed to be satisfied with his statement. I trust the deception in question will not eventually affect the egress and ingress of H. M. steamer Echo. The position in which H. M. squadron are placed precluded the possibility of seeing the steam-boat usurping H. M. pendant until she had anchored."

Commander Glascock's prompt and unexpected disavowal of any participation in this gross deception, considerably tended to remove those suspicions and unfavorable opinions which, from the constant abuse of the British flag, the royalists had much reason to entertain; but, from that moment, he was stamped by the constitutionalists as a "rank Miguelite," and rumours of the most malicious tendency were circulated to his prejudice throughout the city of Oporto. Previous to the arrival of the "Lord of the Isles," for want of powder, the constitutional batteries were unable to return their opponents' fire.

On the afternoon of the 7th Dec., a brig captured by the Pedroite cruisers, a schooner said to have had on board artillery from the Western Islands, and a French brigantine, were destroyed by the Miguelite batteries, when attempting to force the passage of the bar. On the 10th Commander Glascock wrote to the Visconde de Santa Martha as follows:

"Excellent Sir,—I have the honor to acknowledge the receipt of your communication of the 8th inst., and to return my acknowledgments for the prompt manner in which, through your Excellency's medium, a contract for fresh beef has been effected for his Britannic Majesty's squadron. I take the opportunity to inclose your Excellency a copy of a memorandum forwarded to me yesterday from an officer signing himself Ioao Pigott, Cheffe d'Estado Maior.

"To prevent any future mistake, I must take leave to apprise your Excellency that, as H. B. M. Government have decided that the British vessels of war in the Douro are to continue here for the protection of British persons and property, it becomes a matter of necessity that they be from time to time supplied with provisions from H. B. M. ships or transports without the bar. To effect this object, it may be sometimes necessary, particularly with so uncertain a bar, to use every means in my power to promote the utmost despatch in the transport of these supplies. I therefore must impress upon the mind of your Excellency, that the means afforded me to effect the above object, or any other on H. B. Majesty's service, must be in no ways limited. Any impediment offered on your Excellency's part, or on the part of any of your Excellency's officers, will only tend to disturb the reciprocal relations which now exist between H. B. Majesty's Government and the Government of Portugal; and I am sure your Excellency will agree with me in opinion, that at the present crisis, any unguarded step to affect the neutral position now existing between the two nations, would by no means tend to ameliorate the condition of the Government of Portugal. I have now to assure your Excellency, and I do so advisedly, that British forbearance has been carried to its utmost limit. I am the more induced to make this remark, from the perusal of the minutes of the court-martial which your Excellency had the goodness to transmit to me. Not one iota of truth appears in evidence relative to the statements made respecting H. B. M. ships under my command having fired artillery in the first instance, and musketry some hours subsequent. No artillery had been fired on the occasion alluded to, but a blank cartridge to enforce the signal for a pilot; and the fire of musketry was that which, at stated periods, namely, sunset, sunrise, and at eight o'clock at night, had always before been fired; a practice which will be continued, according to the custom of H. B. M. service, during the stay of the British vessels of war in the Douro. I

have only to re-assure your Excellency, that I shall studiously endeavour to comply with your wishes, so long as they do not impede the promotion of those duties which H. B. M. Government have called upon me to discharge in this river; and I therefore repeat, that all means of communication with H. B. M. ships and vessels of war, without the bar, must be left open to my discretion. I may require the Echo, or one, or *ten boats*, to pass and re-pass the bar of the Douro on the same day.

"I have frequently assured your Excellency of my determination to preserve a strict and honorable neutrality, and from your Excellency's courteous correspondence with me, I feel satisfied that you will still repose in me that confidence which your Excellency has more than once been pleased to express. With the highest consideration and respect, I have the honor to be, &c.

(Signed) "W. N. Glascock."

On the 15th Dec., a shell from one of Don Pedro's batteries burst over, and fell on board the Echo, but without doing any material damage. On the 17th, at 7 A. M., a considerable number of the constitutional troops were most unexpectedly discovered crossing the river in large boats, pulling directly for the landing place in close proximity with the neutral position taken up by the British squadron; a position purposely selected to guard against the wonted dangers of the winter "freshes."

The assailing party were permitted to land unmolested, although thirty or forty expert marksmen, from the windows of the Quinta, situated close to the water side, and in which a strong picquet was constantly stationed, might have prevented the landing of double the number. From the many large boats, and particularly "river-men" employed on the occasion, it was obvious that the object in view was to embark a considerable quantity of wine stored in a neighbouring "Lodge"—the property of the "Portuguese General Company"—upon which it is said, together with the collateral security of the island of Madeira, Don Pedro expected to raise a loan.

Anticipating the result, a general signal was immediately made by Commander Glascock to "veer cable," in order to afford sufficient room for the Pedroites to effect a landing clear of H. M. squadron. The half ports of the Orestes were shipped on both sides,—the hammocks stowed high,—the

gratings and dead-lights placed over the hatchways and sky-lights,—the crew kept below,—and every precaution taken to guard against accident likely to result from both the belligerents' musketry. As anticipated, after about forty minutes skirmishing on the southern heights, during which the convent of St. Antonio was broken open, and much sacerdotal property stolen and embarked by the boatmen of Oporto, the Pedroites had to retreat in the greatest disorder. A heavy fire of musketry was then opened on them; and the boats left the beach in the utmost confusion. Some took shelter under cover of H. M. ships, and two boatmen threw themselves on board the Orestes, affecting to be wounded. Upwards of forty soldiers, including several severely wounded, succeeded in getting on board of two English merchant brigs, lying close alongside the Orestes, and a boat full of troops attempted to take shelter on board the Echo; but being a neutralist, and in the face of one belligerent party, her commander, Lieutenant Robert Otway, felt it his duty to decline making her a place of refuge for the other party. For four hours and upwards (during which time one of the most beautiful convents on the river-side was burnt) a heavy fire of musketry was kept up from both sides of the river, as also from some of Don Pedro's troops retreating in the boats. The damage done to the squadron by the incautious and promiscuous fire of the latter, particularly to the rigging, was very considerable. In a letter addressed to Captain Markland, dated 17th Dec. 1832, 9 P. M., Commander Glascock says:

"In my letter of the 15th inst., I took occasion to mention the total absence of all precaution on the part of Don Pedro's troops in throwing their 'curved artillery;' but the carelessness of his soldiery *this day*, in the direction of their general fire, great guns as well as small arms, was truly disgraceful to military men. The damage done to the rigging and bulwarks of the British squadron is sufficient to justify the assertion; nor can I refrain from remarking, that in almost every instance in which the troops of Don Pedro have become the assailing party, a neutral position has been somehow selected, as if to facilitate their purpose. Whether designedly or not, it is not for me now to decide; but I unhesitatingly assert, that H. M. ships have more or less suffered from the repulsed party availing itself of their neutral position to cover a hasty retreat.

"In consequence of fabrications of the most malicious tendency having been circulated throughout the town of Oporto, I deemed it expedient to address the British Consul upon the subject. How such falsehoods can possibly originate, I cannot conjecture. Every facility to convey the hospital stores of Don Pedro, sent from England and from Lisbon, has been afforded to the Duke of Braganza, through the medium of the British squadron; and medical aid, for the last two months, has been daily sent from the Orestes to his hospitals;—but the fact, Sir, is, any officer who observes a strict and honorable neutrality is suspected to be an enemy by the little-minded partizans of Don Pedro.

"This communication is kept open in order to ascertain, should time permit, the loss sustained by Don Pedro's troops in the ill-conceived and badly executed attack of this morning. You will be surprised to learn that no naval officer in Don Pedro's service was prepared to expect such an attack; nor had they the management of a single boat in conveying the troops across the river. The result was, that the boats which effected the transit of the troops, instead of being reserved for a ready retreat, were, by the drunken rivermen, filled with church property and pipes of wine. The scene of the soldiers' retreat was of the most appalling nature,—some were seen swimming until they reached the chain cables of the two British merchant brigs already alluded to, where, ultimately, the heavy fire of their opponents caused them to sink, bleeding and lifeless, to the bottom:—several watermen were also drowned, and I apprehend it will be a matter of some difficulty to ascertain the exact loss in this unfortunate affair. I witnessed one field-officer killed, and other officers of inferior rank severely wounded. The loss sustained on Don Miguel's side cannot be ascertained, but it is generally admitted to be comparatively trifling."

Previous to his writing this dispatch, Commander Glascock had acquainted Captain George, the senior officer of the Pedroite vessels of war then in the Douro, of the number of the suffering troops on board the British merchant brigs, at the same time requesting their removal to the hospital on shore, several being dangerously wounded. After sending, at the suggestion of Commander Glascock, a couple of boats with silent and steady crews, to effect the removal of the sufferers—for the process became a business of stealth—Captain George called alongside the Orestes in his gig, and begged to speak to her commander. "Good heavens, Sir!" exclaimed he, on ascending the side, "how little does this act of humanity accord with the villainous reports now propagated in the town, by which you and the officers of the

squadron are calumniated, and are made out to be the most diabolical monsters that ever existed in the forms of men! But when I go on shore I will give the lie to their vile inventions." So anxious was Captain George to contradict the vile rumours then afloat, that, in his haste, he inclosed to Don Pedro's Minister of Marine the original hurried note he had received from Commander Glascock. It ran thus:—

"*Half-past* 5 P. M., 17*th Dec.* 1832.

"My dear Sir,—Pray lose no time in sending boats for the unfortunate wounded now on board the two British brigs, Lusitania and Red-port. Send *silent* steady hands (Englishmen), and not d—d *noisy jabbering Portuguese.* Yours, &c."

In removing the wounded from these vessels, which were moored within a very short distance of the Miguelite piquet-house, silence was every thing—the least noise would have brought on a heavy fire.

On the night of the 17th Dec., Commander Glascock also wrote to the British Consul as follows:

"Sir,—I have to request you will be so good as to take the earliest opportunity to communicate with Don Pedro's Minister for Foreign Affairs on a subject which has excited in me, as well as generally throughout the British squadron, the utmost indignation. I have no time to expatiate upon the system of invariably making all attacks under the shelter of British ships, and bringing upon them a galling cross fire. One of the seamen of H. M. sloop Orestes I fear has been mortally wounded, and the ship, in her masts, yards, rigging, and bulwarks, has suffered considerably. Most of the fire proceeded from Don Pedro's side, bits of shell, grape, and canister-shot were picked up on the decks of the Orestes.

"But, Sir, the immediate subject of this communication is to request that the *vile fabrication,* now circulated so currently in the town, of *the British ships of war having fired upon Don Pedro's troops when retreating in their boats,* may be distinctly and indignantly denied. This falsehood even surpasses in mischievous malignity the rumour of the Orestes having landed powder for Don Miguel's service. I demand a public denial of both fabrications from the Government authority; and I call upon you, as his Britannic Majesty's Consul, to assist me in obtaining this denial.

"Humanity led me even to risk my own men by sending medical aid on board the 'Red-port' and 'Lusitania' brigs, which received some of the wounded of Don Pedro's troops. I even visited the wounded men myself, and was personally fired at, when going on board those vessels to

see how far I could succour the party suffering. Time prevents my saying more upon this subject. I hope, however, you will see the propriety of immediately complying with my request. I have the honor to be, &c.

(Signed) "W. N. Glascock."

The rumour of the Orestes having landed powder for Don Miguel's service, originated in this way. The squadron within the Douro being in want of provisions, the Echo was purposely dispatched to procure a supply from the Nimrod sloop, at anchor without the bar. So soon as the steamer had received her cargo, she re-entered the river, and, without anchoring, ran at once alongside the Orestes, to avoid the double trouble of loading and unloading boats. It was nearly dusk. The Echo's decks were lumbered with bags of biscuit, and a considerable quantity of beef and pork in casks. These casks of salt meat were, by the people of Oporto, magnified into barrels of powder—and twelve river boatmen were ready on oath to attest before the ministerial authorities, that one hundred barrels from the Orestes had been landed on the south side, immediately abreast of the ship. On the 19th Dec., we find Commander Glascock addressing the Visconde de Santa Martha as follows:

"Excellent Sir,—As you may naturally suppose from the position in which His Britannic Majesty's squadron had been placed on the morning of the 17th, the ships were exposed to a fire of no inconsiderable degree. From the careless manner in which the troops of your Excellency had directed their musketry, considerable damage has been done to H. B. M. ships; and I regret to state that, from the incautious fire of your Excellency's troops, a seaman of H. M. S. Orestes has received, it is feared, a mortal wound. The damage done to the rigging and equipage throughout the squadron, will be reported to H. B. M. Government.

"I cannot pay so poor a compliment to your Excellency, as commander-in-chief of the army of operations, as to anticipate so weak a plea in excuse as that of '*uncontrollable troops*;'—because such a plea would at once amount to a libel upon your own authority—nor do I altogether complain of the conduct of your soldiery during the heat of action; but I must complain of that unmanly and unmilitary practice of keeping up a fire for hours after the retreating party had crossed the river. This fire of which I complain, was opened in the direction of H. B. M. ships; and your Excellency's troops, long after any necessity existed, divided themselves, and were seen scattered behind trees and rocks, apparently taking deliberate aim at the Echo steamer. Fortunately, the commander of

that vessel did not communicate to me the circumstance at the time,—a broadside from the whole British squadron would have been the result; and had but the British once commenced hostilities in the Douro, the example would have soon been followed by the line-of-battle-ships at Lisbon. I caution your Excellency in time, and must reiterate what I have already stated in a former communication—'*British forbearance has been carried to its utmost limit.*' In conclusion, I have only to regret that the conduct of your Excellency's troops, on the morning, and more particularly on the afternoon, of the 17th, should now compel me to adopt a tone so contrary to that which I have hitherto observed in all communications with your Excellency. I have the honor to be, &c. (Signed) "W. N. GLASCOCK."

On the same day, Commander Glascock made Captain Markland acquainted with a circumstance of which he was ignorant when writing to that officer on the 17th. He says:

"So soon as the Caçadores had ascended the decks of the Echo, they took possession of the paddle boxes and began loading their pieces, with a view to fire from that vessel on the troops of Don Miguel. Lieutenant Otway detecting that perfidy from a party affecting to seek shelter in his vessel, soon compelled them to return to their boats and depart from the Echo."

In a letter to Rear-Admiral Parker dated Dec. 21st, Commander Glascock acquainted him that the town, as usual, daily underwent a bombardment for an hour or two; and in one dated Dec. 24th, he says:

"In my last despatch I omitted to mention my motive for addressing the Visconde de Santa Martha on the 19th instant.

"On receiving the official returns of the damage H. M. ships had respectively sustained, I immediately visited them, inspecting each minutely, making every inquiry into the cause and effect of the belligerents' fire. Commander Belcher, and the officers of the Ætna, informed me, that for some hours after Don Pedro's troops had retreated across the river, and were quite out of their opponents' fire, the soldiers of Don Miguel dispersed themselves behind rocks and trees, taking deliberate aim at the Ætna. Lieutenant Thomas Mitchell, first of that ship, was slightly wounded by a musket-ball in the leg, and he avers he distinctly saw the soldier pointing at his person. The commander of the Echo, Lieutenant Robert Otway, together with those of his officers who were on deck, have also affirmed, that apparently the same premeditated aim, and a similar fire, of which Commander Belcher and the officers of the Ætna complain, had been taken and opened upon the Echo. Under these circumstances, I felt myself called upon to communicate with the Visconde upon

the subject, animadverting in a tone consistent with the nature of the complaint—a tone which, I trust, will meet with the approbation of H. M. Government.

" Notwithstanding assurance had been given to the British Consul by Don Pedro's Government, that the earliest opportunity should be taken to deny, in the official gazette, the malicious fabrications which had been circulated, and are still increasing in mischievous tendency to the prejudice of the British squadron in the Douro, not a single syllable has yet appeared; and it is my own unbiassed opinion, that many of the partizans of Don Pedro use every endeavour to create an anti-British feeling in the town of Oporto. To expatiate upon the want of courtesy, to say nothing of the ingratitude of the Duke of Braganza and his ministers, might appear incompatible with the tone which ever should characterize an official despatch; but when it is recollected that, through the medium of H. M. ships, all the hospital stores for the party in question have been conveyed, and moreover, that the surgeons and assistant-surgeons of the British squadron in the Douro have, at considerable risk of their lives, daily visited and attended on the wounded troops of Don Pedro, in the town, for a period of nearly three months, and not even the slightest acknowledgment made, or notice taken, by his Government for such medical aid, some notion may be conceived as to the extent of amity the Duke of Braganza and his ministers entertain for all British subjects who here preserve a strict and honorable neutrality.

" The base fabrications in question not having been officially reported to you, it may be necessary, Sir, to apprise you of their mischievous and malignant extent.

" It has been insidiously and industriously circulated throughout the town of Oporto, that the British squadron not only fired upon Don Pedro's retreating troops, when crossing the river in their boats, but that the seamen had been seen, hatchet in hand, hewing down the already wounded, helpless, and unfortunate creatures who had been clinging to the cables of one or two of H. M. ships. Never, Sir, has the sanctity of truth been more grossly and basely violated; nor should such falsehoods, purporting to calumniate the character of the British naval service, be treated otherwise than with indignant contempt, were it not that the silence observed by official authorities seem as it were to lend something more than a semblance of sanction to the propagation of slanders unparalleled in atrocity.* I am happy to state, that the seaman

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* Don Pedro had the good taste, in reply to a spirited appeal from Lieutenant-Colonel H——, to remark, that " he was *compelled* to give *credence* to the statement of his *own* officers," one of whom, a certain colonel, who had been the *last to land* and *first to fly*, was the inventor and chief propagator of the calumnies.

who was wounded on board the Orestes still survives, and though the ball has not been extracted from his chest, some hopes are entertained of his recovery."

On the same day that this report was made to Rear-Admiral Parker, the senior officer in the Douro addressed the Visconde de Santa Martha as follows :—

" Excellent Sir,—I regret that I am again compelled to complain of the misconduct of some of your piquets in the vicinity of the convent of St. Antonio.

" Hardly had the fresh beef for the British squadron been brought down to the beach yesterday, by the contractor on the southern side, before some of your soldiers fired at the boat which had been purposely sent to bring it on board the Orestes. On some days your troops appear to conduct themselves with the greatest propriety; on others quite the reverse, taking every opportunity to fire from under cover of rocks and trees at boats passing in the direction of H. B. M. ships. On Saturday last, your Excellency's piquets conducted themselves in a manner becoming a steady soldiery; but yesterday afternoon, and this morning, they appeared as if desirous to provoke a fire upon themselves, for the piquets at these periods were not firing at their enemies. The continuation of these provocations is not, I am persuaded, sanctioned by your Excellency; but I must again impress upon your mind, that a recurrence of such outrages will be met by measures (and I say it advisedly) little calculated to benefit your Government. In conclusion, I have only to remark, that the tone of your Excellency's last letter has in no way influenced my determination to continue the same undeviating observance of a strict and honorable neutrality; and it shall not be my fault, should the reciprocal relations subsisting between our respective Governments be in any way disturbed. With the highest consideration and respect, I have the honor to be, &c.

(Signed) " W. N. Glascock."

On the 30th Dec. at 8 P. M., Don Miguel's batteries in the vicinity of Villa Nova commenced a heavy bombardment. Upwards of 130 shells were thrown into the town of Oporto by half-past ten o'clock. The custom-house was set on fire, and British property estimated at £12,000 sterling destroyed. Fortunately the conflagration was only of a partial nature : had the whole building been burnt, British property to the amount of £150,000 must have been inevitably destroyed. Several houses sustained considerable damage. A few days previous to this event, the " City of Edinburgh," steamer,

had arrived from Vigo, bringing accounts that upwards of 150 seamen had deserted from the constitutional squadron; and that the Spanish authorities had decided that Sartorious should leave the bay with his ships, and not again take shelter nearer than the anchorage under the Bayonne Islands. This decision, it was apprehended, would materially affect the Vice-Admiral's means of procuring supplies for Oporto, as well as for the Pedroite vessels of war in the Douro. The city was then becoming seriously distressed for provisions, and it appeared to be the object of Don Miguel to adopt every means in his power to cut off his opponent's supplies.

On the morning of January 5th, Don Miguel's troops brought some field-pieces on the heights opposite to the Seminaria, and succeeded in sinking the Pedroite schooner Coquette, and two gun-boats. On the afternoon of the same day, the Fulminénsia, a large bark under Brazilian colours, having on board 118 soldiers discharged from the constitutional service, when going out of the river, was fired at by the Sampaio battery, and compelled to anchor immediately under that fortification. Five of these men were killed and three dangerously wounded.

On the 7th, Commander Glascock made the following report to Rear-Admiral Parker:—

"Captain George, of Don Pedro's service, having communicated to me, that it was apprehended many were wounded on board the vessel in question, and that he had no medical aid to send to her assistance, I immediately sent Commander Belcher with an official intimation to the officer commanding the fort at Sampaio, acquainting him that, in the cause of humanity, I requested, when sending on board surgical assistance, no molestation might be offered to the boats of H.M. squadron. Though Commander Belcher communicated with the fort at 5 P.M., I did not receive a written reply till half-past two on the following morning. The surgeons of H. M. ships had, however, in the first instance, accompanied Commander Belcher, who had obtained verbal permission for them to proceed on board the Brazilian bark. On returning to the squadron, notwithstanding intimation had been given, our boats were fired at by the piquets of Don Miguel; and on the following afternoon, when medical aid was again sent to the same vessel, a battery on Don Pedro's side of the river threw shells at the moment the boats of the British squadron were accompanying their own wounded on shore, Don

Miguel's General having insisted that they should be landed on the southern side, and conveyed up to his military hospital.*

"Last night, I received a letter from the master of the Brazilian bark, appealing to my humanity as a British officer to send him on board provisions; stating that he had 92 Englishmen and 26 French on board, and that he had nothing to give them to eat. This application I immediately sent to Captain George, not believing it possible that a vessel having on board upwards of 130 persons, including her crew, could be sent to sea by Don Pedro's Government without a necessary supply of provisions. The whole of the discharged troops have since been made prisoners by Don Miguel's General."

These men were sent over land to Lisbon, and eventually conveyed to their respective countries. They drew up a statement, which appeared in some of the English papers, expressive of the kind treatment they received at the hands of the Miguelites. In the same letter, Commander Glascock says:—

"The difficulty of communicating by boats in the Douro is almost inconceivable. Be the service of a nature consistent with that line of conduct which a strict and honorable neutrality would prescribe, or be it even in the cause of humanity, both belligerents appear to vie with each other in offering impediments to the prosecution of every measure which may not accord with *their* respective notions of neutrality. I, however, hope, since the command of the liberating army has now devolved upon a General of great experience, that the troops of Don Pedro will become better disciplined; for it will hardly be credited that this last week the volunteers of Oporto have stationed themselves at the Tour de Marco, amusing themselves in firing rifle balls at solitary individuals on the other side, and at the party bringing down fresh beef for the British squadron. On one of these occasions (Jan. 2d), three balls were lodged in the quarter-deck bulwarks of the Nautilus, and Lord George Paulet had a very narrow escape in coming on board to acquaint me of the circumstance. Finding that all the remonstrances hitherto made upon this unmilitary practice had no effect upon the authorities on Don Pedro's side, I took the earliest opportunity to communicate with Marshal Solignac upon the subject, who immediately gave orders, and had them executed, that the practice should no longer continue."

On the morning of the 10th Jan. Commander Belcher was sent to St. Ovidio, with a communication to the Miguelite

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* The surgeon of the Orestes had a narrow escape—a piece of shell fell at his feet.

General in command of the Villa Nova division, of which the following is a copy:

"Excellent Sir,—A most wanton outrage has just been committed by some of your troops in the vicinity of the St. Antonio convent. A boat of H. B. M. S. Orestes, with her ensign flying, has been fired into, and another man shot *. I demand that you will take instant steps to give up the offender to me, or that you will satisfy me, and that immediately, that the party offending will be instantly punished. I wait your reply until two o'clock this afternoon. If not then received, I shall despatch a vessel direct to Admiral Parker, in the Tagus, acquainting him of this gross violation of neutrality. I have the honor to be, &c.

(Signed) "W. N. Glascock."

Long before Commander Belcher had reached St. Ovidio, the offender had been apprehended, lodged a prisoner in the guard-house, and the General's aide-de-camp sent on board to learn the particulars of the case. On the night of the 11th, Commander Glascock received a letter from the Miguelite chief, Jose Antonio d'A Lemos, acquainting him that it was his intention to inflict corporal punishment upon the culprit, and intimating a desire that an officer of the British squadron should be present. Commander Glascock availed himself of this opportunity to visit the besiegers' head quarters, accompanied by Commander Belcher.

"On my arrival at the camp," says Commander Glascock, "General Lemos drew out his troops under arms, according to the customary mode when military punishment is about to be inflicted. Thinking it more becoming in a British officer to recommend an act of clemency (particularly at the present crisis, and having previously succeeded in obtaining the satisfaction demanded), than to exhibit any feeling manifesting a spirit of revenge, so soon as the prisoner was brought forward, I solicited the General to pardon him, which request, after making an impressive speech to the troops, was complied with, not more to my satisfaction than to that of General Lemos, who appears to be a truly humane and well-disposed man."

Immediately after despatching Commander Belcher to

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* John Connor—his wound was of a very slight nature, and he soon returned to his duty. It is a singular fact, that out of five men wounded in the British squadron, three were named Connor.

General Lemos, on the 10th Jan., Commander Glascock had occasion to complain to Marshal Solignac of one of the Pedroite volunteers having drawn his bayonet upon a midshipman whom he sent on shore to ascertain the name of a person who had fired two musket-balls into the bow of the Orestes. He subsequently wrote to the Marshal as follows:

"I must do the Miguelite piquets the justice to say, that they have for some time past shewn great forbearance; and their return of fire has been invariably provoked by the volunteers of Don Pedro and crew of the vessel of war designated the "Twenty-third of July." I have to return your Excellency my best thanks for the prompt manner in which you caused an investigation to be made into the complaint I had occasion to make to you yesterday."

The poor of Oporto were at this period suffering considerably, and a subscription was set on foot by the English, in order, if possible, to administer to their wants. The weather was unfavorable for military operations, and both belligerents appeared to be at a stand still. Nothing of importance occurred previous to the 24th Jan., with the exception of Vice-Admiral Sartorious having appeared off the bar, and exchanged a few shots with the batteries.

On the afternoon of the 24th, Marshal Solignac marched out of the town of Oporto, with a large body of troops, towards the vicinity of Foz. His object was to take possession of the hill of Castro, to destroy a neighbouring battery, and ultimately to cut off the right wing of Don Miguel's line from the main body of his force to the northward. The squadron under Sartorious had instructions to co-operate with Solignac, and it was said that the Marshal lost much time in waiting for the vessels of war, at anchor off the bar, to weigh. One frigate got under sail, but the crew of the "Reinha," flag-ship, mutinied at a most unseasonable moment, and refused to lift the anchor. By this untimely revolt, the Vice-Admiral was prevented from co-operating effectually with the army. After a severe resistance, the hill of Castro was taken by the second British battalion, under Major Brownston. The French, at one time, were completely repulsed; but they again rallied, and came in time to

the succour of the British. The Castello do Quejo battery on the beach in the neighbourhood of the hill of Castro, was not taken; and the captured eminence was abandoned before 9 P. M. The movements of Santa Martha are said to have been highly judicious, and his enemies gave his troops every credit for the brave and steady soldier-like manner in which they met the assault. As usual, the British and French were the principal sufferers. Two English officers were mortally wounded, and four or five severely. Many of Don Pedro's tenth regiment went over to the Miguelites on the night of the 24th.

On the 1st Feb. 1833, the surgeons of the British squadron pronounced the appearance of the cholera in the city of Oporto, where three or four cases had already proved fatal. On the 2d, about 4-30 P. M., three shot were fired, in quick succession, from the Sampaio battery, at a boat belonging to the Ætna, returning from an ineffectual attempt to communicate with H. M. steam-ship, Rhadamanthus, then outside the bar. On the 6th, the crew of the bar-boat returned to their ship after an absence of twenty-four days. They had been caught outside in a heavy gale of wind, and compelled to bear up for Matozinhoz, a small Miguelite town northward of Oporto. Lieutenant Legard, of the Ætna, who had charge of the boat, nearly lost his life in beaching her; and was laid up on board his ship for several weeks afterwards. In making various attempts to return to the Douro, they were fired at by the piquets of both belligerents. The lieutenant, however, reported that his party had been well treated whilst at Matozinhoz. On the 15th Feb., an English merchant, named Wright, lost his arm by a cannon shot, when sitting at dinner in his house. The position of Don Pedro had now become extremely critical—his opponents were erecting batteries in all directions, with a view of completely cutting off his supplies—report said there was scarcely ten days' provision in the town of Oporto. On the 18th, Commander Glascock reported that some large pieces of shell had lately fallen on board the Orestes and Ætna, but without doing any injury to their crews.

On the morning of Mar. 4th, at day-light, after bombarding the town during the night, the troops of Don Miguel made a grand attack in the direction of Lordello and St. John De Foz. A diversion had been made in the vicinity of Aguadante, but it soon became perceptible that the main object of attack was towards the Lordello line. The Miguelites were completely repulsed, and sustained considerable loss. On the constitutional side, the Scottish corps suffered most—one officer was killed, and almost every other, with the exception of its commander, Major Shaw, wounded. On the same day, the Miguelite piquets fired several shot across the water at the place where the British boats generally landed, and Commander Glascock nearly received a musket-ball in the arm.

On the 6th March, the Pedroite brig of war "Twenty-third of July," secured to the quay on the northern side of the river, in a line with two British merchant brigs—one close a-head of her, and the bowsprit of the other over her taffrail—was sunk by a solitary gun on the heights over head. She attempted to return the fire, but not one of her guns (18-pounder carronades) could be elevated half the height required. Three of her crew were killed, and fourteen wounded. Her commander was a fine gallant fellow, and had lost an arm in the service of Donna Maria. On the 8th, Commander Glascock complained to General Lemos that a system of fusilade had again commenced on the banks of the Douro. On the night of the 10th, seventy-two boats, laden with cattle and other supplies for Don Pedro, landed their cargoes, without molestation, in the vicinity of the light-house. On the night of the 12th, a transport succeeded in disembarking 240 Irish troops: a considerable quantity of provisions was also brought safe on shore. On the 17th, at 11 A. M., the British merchant brig Avon, which had been for some days at anchor off the bar, watching an opportunity to land a cargo of flour, oil, and other supplies for the town of Oporto, slipped her cable, and, taking advantage of a squall, bore up for the river, carrying at her mast-head a British red ensign reversed, the usual signal of distress; "but," says Com-

mander Glascock, "I cannot persuade myself, notwithstanding the assurance of the master of that vessel, that in breaking the blockade distress was his only motive. The master complained that he was riding heavily at his anchor, pitching bows under, and the brig making water, but when he did slip he made no effort to stand to sea on the starboard tack, the wind being about N. W. b. N., to gain that offing which two other vessels at the same time had obtained. So soon as the British flag became within shot, the batteries opened upon the Avon, and hulled her several times. She had the wind right aft, and had her crew conducted themselves with any degree of coolness the vessel might have escaped comparatively unhurt: but, so soon as she arrived in the vicinity of the Foz, the master and crew abandoned her. She soon drifted over to the south side, and grounded immediately abreast of the Sampaio battery, on the top of high water. The Miguelite troops took possession of her before sunset, and burned her about 9 P. M. A small Portuguese vessel was also destroyed the same day in attempting to run over the bar."

On the 24th March, the Miguelites made an attack upon three of the Pedroite posts, and were repulsed with considerable loss. Two hundred and forty-seven constitutionalists were killed and wounded, including among the latter Major Sadler and Captain Wright, mortally, and several other British officers, severely. On the 25th, H. M. steamer Confiance had two men killed by accident, whilst weighing her anchor outside the bar. On the 26th, about 260 French troops, and supplies for the army at Oporto, were disembarked in the vicinity of the Foz. On the 27th, the boats of the Nautilus, returning from the Druid frigate, then outside of the bar, were fired upon from the Carsto and other batteries.

On the 4th April, the British Consul received a communication from General Lemos, requesting no time might be lost in separating the British merchantmen from the shipping of Donna Maria, only one of which then remained afloat, four vessels having been scuttled and sunk alongside the jetty, to save them from the fate of the "Twenty-third of July." At this time there was a "fresh" in the river; and if the squadron

had not assisted in weighing their anchors, warping them across the river, and securing them on the southern side, they must have remained exposed to the Miguelite fire. Their removal, however, gave great offence to Don Pedro's Ministry;—an official correspondence took place upon the subject between them and Colonel Sorrell, part of which was transmitted to Commander Glascock, and forwarded by him for Rear-Admiral Parker's perusal. The same Ministers afterwards addressed a letter to the Consul, declaratory of their determination to fire upon the vessels which had been removed, should they attempt to take in a cargo, though that cargo must have come from the town of Oporto. Whilst thus attempting to bully the British, they were permitting their opponents to build with impunity, on the Gaia hill, a formidable and commanding battery, which did more mischief to Oporto than all the others the Miguelites had before brought to bear upon the city.

On the evening of the 9th April, the Pedroites made an attack upon Monte Cabello, a hill about three hundred yards in advance of Aguardente. Their object was to secure that position, and to take from their opponents an unfinished redoubt which had been commenced a night or two previous, in which they succeeded. On the following morning, at 5 o'clock, the Miguelites attempted to regain their lost position, but were repulsed after several hours fighting, and a general skirmish along the lines. The number killed and wounded on the side of the constitutionalists was between 80 and 100 men, including two captains and two subaltern officers. About forty Miguelites were taken prisoners by the British brigade, but the amount of their loss could not be ascertained.

About this period, the Pedroite schooner Liberal, having been raised and re-equipped without molestation, effected her escape from the Douro. Whilst dropping down the river, with the first of the night ebb, she had one volunteer killed, and two seamen wounded, by the fire from theMiguelite batteries. On the 18th April, 316 French troops arrived off Oporto, 200 of whom were landed, with a considerable

quantity of supplies, in the vicinity of the Foz. On the 21st, Commander Glascock waited upon Marshal Solignac, to complain of misconduct on the part of the officer commanding the battery of Torre do Marco. After his return to the Orestes, a shot was fired between the masts of that ship, and a most provoking fire brought on, to no possible purpose.

Towards the end of April, the Ætna was ordered to Lisbon, for the purpose of subsequently undertaking a survey in the Mediterranean. On the 2d May, a shot from a carronade under the Torre do Marco, which was kept constantly firing at solitary soldiers, passed so close to the Orestes, that it was a matter of surprise her bowsprit had not been struck, or some of the men on the forecastle killed.

On the 3d June, 1833, the First Lord of the Admiralty wrote to Commander Glascock as follows :—

" Sir,—It has afforded me sincere pleasure to mark my high sense of your meritorious conduct and claims, by this day promoting you to the rank of captain in the royal navy. You will not, however, at present be relieved in the command of the Orestes, as we are desirous of the benefit of your services, in your present important station, a little longer. I have the honor to be, &c.

(Signed) "J. R. G. Graham."

On the 11th June, Vice-Admiral Sartorious was superseded in the command of Donna Maria's fleet, by Captain Charles Napier, alias Carlos de Ponza. On the 5th July, the latter officer obtained a decisive victory over the naval forces of Don Miguel, in the neighbourhood of Cape St. Vincent.

On the 8th July, an officer of the Miguelite piquet at the Cavaço, perceiving a shore boat with an English gentleman going alongside the Orestes, snatched a musket out of the hand of one of the sentinels at the gate, walked deliberately to the beach, fired, and dangerously wounded the waterman in the side. This cowardly act was immediately represented by Captain Glascock to General Lemos, who took prompt steps to inquire into the misconduct of the offending party. On the 22d of the same month, about 3 P. M., a few of the piquets belonging to the Cavaço were bathing close to the

Orestes, when a fire of musketry was opened from the carronade battery underneath the Torre do Marco, by some of the Pedroite troops. The officer commanding the battery was immediately made acquainted with this disgraceful conduct, but made no other reply, than that the fire was commenced by the troops on the southern side. On the following day, the piquet at the St. Antonio convent wantonly fired across the river at two little boys who were rowing in a canoe near the Orestes. In both instances, Captain Glascock made formal complaints to the belligerent Generals.

On the 24th July, Captain Glascock received a letter from the British Consul, inclosing a communication from the Marquis de Loulé, stating that a flotilla of boats was collecting on the south side, for the purpose of conveying the Miguelites, under General Lemos, across the river; and requiring H. M. squadron to change its position, and to take up an appointed anchorage, more exposed to a cross-fire than perhaps any other that could have been selected. Satisfied of the impossibility of any boats being launched in the vicinity the Marquis apprehended, and reflecting upon the very opposite conduct pursued by the Pedroite Government on the 17th Dec. 1832, when, without any intimation being given, or any anxiety manifested for the safety of H. M. vessels, the troops of the Duke of Braganza effected a landing under their immediate shelter, and thereby brought upon the Orestes and her consorts a most galling fire; Captain Glascock replied that it was not his intention to risk the lives of his officers and men by taking up any other anchorage. On the following morning, an attack was made upon the lines of Oporto; but, as the captain justly anticipated, no troops had been transported across the river. Fortunate it was that the squadron did not move. Had the anchorage under the Arabade hill, pointed out by the Marquis de Loulé, been taken up, the ships would have been directly in the face of two of the heaviest batteries the Miguelites brought to bear upon their principal points of attack, and much damage and loss of life must have been the consequent result. As it was, a considerable number of shell

burst over the squadron, and one fell into the water and exploded between the Orestes and Echo, then only a few fathoms apart.

On this occasion, the Miguelites, under Marshal Bourmont, made four successive assaults in the vicinity of Lordello. In the last attempt, that position would have been forced, but for the indomitable courage of the British and Scotch brigades, who charged their opponents with the bayonet, and routed them in every direction. The loss sustained by the assailants was supposed to exceed 1000 men; the constitutionalists had about 200 killed and wounded, including Colonel Cotter, of the Irish brigade, and Captain Almaida, one of the aides-de-camp to General Saldanha.

On the night of July 26th, 1833, the Duke of Braganza and his Ministers embarked for Lisbon in the Britannia steam-vessel, leaving General Saldanha in command of the garrison of Oporto. Between this period and the middle of August, both belligerents, notwithstanding the repeated remonstrances of Captain Glascock, persevered in the reprehensible practice of firing across the river at unarmed individuals, thereby endangering the lives of the officers and men of the British squadron.

The last service performed by Captain Glascock during the civil war in Portugal, was the saving from conflagration upwards of 150,000 pounds worth of wine and brandy, the property of British merchants at Oporto. The following account of his proceedings on this occasion was officially addressed to Captain Lord John Hay, of H. M. S. Castor, senior officer without the bar, Aug. 17th, 1833:

"My Lord,—From the previous information I had given your Lordship, relative to the destruction of the Portuguese Company's wine in the vicinity of Villa Nova, you will not be now surprised to learn that the threat of Don Miguel's General has at length been put into execution. Several thousand pipes of wine were yesterday destroyed; the houses containing the wines were undermined, and the property in question blown up at one o'clock.

"When it is recollected that the 'lodges' belonging to the Portuguese Company were intermingled with those of the British merchants, it becomes a matter of astonishment how the property of the latter has escaped; but it

seems every precaution had been taken on the part of Don Miguel's General, to prevent the possibility of doing injury to British property. The most expert engineer had been selected to undertake the destruction of the wines in question. The flames, however, extended beyond the calculation of the engineer, and two or three British lodges were in imminent danger; one store, the property of Mr. Omerod, containing upwards of two thousand pipes of wine, was actually on fire.

"Upon being made acquainted with this circumstance, I considered it my duty to act with promptitude, satisfied that the protest officially forwarded from the British Consul to the General commanding on the southern side, would be of little avail in rescuing from destruction the property of Mr. Omerod. I therefore, without receiving the authority of the British Consul, took upon myself the entire responsibility of landing the crews of H. M. squadron in the Douro, for the purpose of extinguishing the fire, which had already reached one of the British lodges.

"I must acquaint your Lordship, that I took the precaution to send Lord George Paulet expressly up to the commanding officer at Candal, for the purpose of acquainting him that it was my intention immediately to land the crews of the British squadron—that my only object was to save British property, then in imminent danger—and that there was nothing which might be even mistaken for an act of hostility contemplated on my part. I also took the precaution to request the officer commanding the piquet abreast of the British squadron would accompany the seamen and marines of H. M. ships, in order that he might explain our intentions to the officers commanding the inner piquets; but so much time had elapsed before Lord George Paulet could have an interview with Marshal Count d'Almar, that I was compelled to land, with a force of 130 men, and proceed direct to Villa Nova, before the sanction of the Marshal could be obtained. Fortunately I did not await the return of Lord George, or hesitate to put into immediate execution the project I had planned. Half an hour's delay, and Mr. Omerod's property must have been inevitably destroyed.

"Your Lordship may imagine that the easiest mode to have preserved from destruction the wines of the British subjects would have been to disembark the seamen of the squadron on the beach at Villa Nova; but this mode, for many reasons, was found to be impracticable. In the first place, the flames were so extensive that it would have been impossible to approach the lower 'lodges:' in the next, the pathways leading to the British stores became impassable from the torrents of boiling wine that were then running into the river: and lastly (I am sorry I am compelled to record such an act of perfidy), the officer commanding at the Serra convent was directing a heavy fire of artillery at the vicinity of Villa Nova, even long after he must have perceived the people employed in extinguishing the flames were composed of the crews of H. M. squadron—nor could there be any excuse for this treachery, for

the British blue ensign was displayed on the summit of Mr. Omerod's 'lodge,' and an officer had been previously despatched to General Saldanha, requesting his Excellency would give immediate directions to cause the fire at the Serra battery to cease.

"It may be necessary to apprise your Lordship that the delay on the part of Lord George Paulet entirely originated in a mere matter of etiquette. Count D'Almar protested against the British force being armed, and insinuated that he had several thousand men ready to repel what he was pleased to term an act of violation. Your Lordship, who is well acquainted with the locality of this country, and the intrigues and treachery on the part of its people, will, I am sure, accord with me in opinion, that I should have been highly culpable had I disembarked any body of men totally unarmed; and the result bears me out: for two Portuguese piquets, in the immediate vicinity of Villa Nova, attempted to arrest the progress of the party under my immediate command.

"To prevent any future caviling upon this point, I must acquaint your Lordship that the seamen of the squadron carried with them only a cutlass and a bucket each; the carpenters acting as pioneers, with crowbars and hatchets; and that the marines, twenty in number, were armed with their muskets, solely for the purpose of planting them as sentinels, should occasion require. I must also inform your Lordship, that a parley, commencing rather warmly, took place between Marshal Count D'Almar and myself, when in the very act of extinguishing the fire of Mr. Omerod's store, upon what the Marshal termed the impropriety of landing with an armed force. I, however, soon succeeded in convincing him that my object was solely and undisguisedly the rescue of British property, then in such imminent danger. At length satisfied, the Count witnessed the departure of the seamen and marines, and I am happy to acquaint your Lordship that not a single accident occurred, nor was a single complaint alleged against any individual of H. M. ships; and this your Lordship will readily appreciate when I apprise you that the seamen and marines had to march to Villa Nova through villages crowded with an excited population, when wines were attainable in every direction.

"In conclusion, I feel it my duty to represent to your Lordship the ready assistance afforded to me by Lord George Paulet, whose activity upon this occasion, together with the arrangements made by his Lordship for disembarking the seamen of H. M. sloop Nautilus, are deserving of the highest encomiums. Nor should I be doing justice to Lieutenant Otway, of H. M. steam-vessel Echo, did I omit to mention the personal services of that officer, in assisting to extinguish the fire at Mr. Omerod's 'lodge.' To Lieutenants Corbet and Montgomery, of the Orestes, and Lieutenant Dickson, of the Nautilus, every credit is due. These officers, in arresting the progress of the fire at Villa Nova, personally exposed themselves to imminent danger; and the orderly manner in which they conducted the landing and re-embarkation of the seamen,

was the general admiration of the population on both sides of the Douro. The conduct of Mr. Jonas Coaker, acting master, who was left in charge of the Orestes, merits my approbation. This officer, in my absence, procured fire-engines from the town of Oporto, but failed in his efforts to transport them to the vicinity of Villa Nova. I have the honor to be, &c.

(Signed) "W. N. Glascock."

This disinterested and hazardous service, in the responsibility of which the British Consul refused to share, was not even acknowledged with one solitary expression of thanks on the part of the British merchants; Captain Glascock's conduct, however, obtained him the official approbation of the commander-in-chief in the Tagus.

On the day after the destruction of the wines at Villa Nova, the constitutional General, Saldanha, resolved upon making a sortie. He accordingly left the town of Oporto at midnight, broke through his opponent's line, destroyed part of his camp, pursued him as far as Valonga, took about 200 prisoners, and captured 600 barrels of gunpowder. On the night of the 19th August, the Miguelites on the southern bank of the Douro withdrew their piquets, and the entire force at St. Ovidio marched about nine leagues to the rear of that town. On the 20th, Villa Nova was in possession of the constitutionalists, the Douro was again accessible to vessels of all nations, and people were passing to and fro perfectly unmolested. Don Miguel was then, with the Spanish Infanta Don Carlos, at Coimbra, to which place a field officer was posting with accounts of the demise of the King of Spain. On the 18th of the following month, Captain Glascock departed from the Douro, after a truly arduous and most unenviable service, in that river, of nearly twelve months.

This officer is the author of the "Naval Sketch Book," "Tales of a Tar," and other professional publications. The following are the names of the officers who served under his orders during the siege of Oporto:

Commanders Lord George Paulet and Edward Belcher, of the Nautilus and Ætna. *Lieutenants* William Dickey, Kynaston Corbet, and

Alexander Leslie Montgomery *; John Gibson Dickson and Langton Browell †; Thomas Mitchell (*b*), James Anlaby Legard, and Henry Kellett ‡; Robert Otway §; William Frederick Lapidge ||; and William Arlett ¶. *Masters* Jonas Coaker, acting *; Andrew William Quinlan †; and John Sheppard ‡. *Surgeons* John Monteith *, Robert Wylie †, and John Kidd ‡. *Pursers* Thomas Giles *, John Dennis †, and Henry Price ‡. *Assistant-Surgeons* John Rees *, Henry Walsh Mahon †, David G. Miller ‡, Thomas Kidd (*b*) §, David Deas ||, and William Graham ¶.

CHARLES HOTHAM, Esq.

Obtained his first commission in Sept. 1825; and was advanced to the rank of commander, by H. R. H. the Lord High Admiral, Aug. 18th, 1828, for distinguished services whilst senior lieutenant of the Terror bomb, Commander David Hope, on the coast of Portugal **. He was appointed to the Cordelia sloop, Mar. 17th, 1830; and made captain on the 28th June, 1833—"a special promotion for the late Vice-Admiral Sir Henry Hotham," under whose orders he had been for some time serving on the Mediterranean station; from whence he returned home in the Cordelia, Oct. 15th following.

JOHN GEORGE BOSS, Esq.

(*See Vol. IV. Part I. p. 32.*)

This officer was elected M. P. for Northallerton immediately after the passing of Earl Grey's Reform Bill; and promoted to the rank of captain on the 14th Nov. 1833. He married, 2dly, Elizabeth, daughter of the late T. Wylie, Esq.

* Orestes. † Nautilus. ‡ Ætna. § Echo.
|| Leveret. ¶ Raven.
** See Vol. III. Part II. p. 122.

PATRICK DUFF HENRY HAY, Esq.

(*See Vol. IV. Part I. p.* 398.)

Was advanced to the rank of captain on the 15th Nov. 1833.

BURTON MACNAMARA, Esq.

Brother to Major Macnamara, M. P. for county Clare, Ireland.

This officer passed his examination for lieutenant at Portsmouth, in the summer of 1814; obtained his first commission on the 1st July, 1815; and was made commander from the Cambrian frigate, Captain Gawen William Hamilton, into the Chanticleer sloop, on the Mediterranean station, July 19th, 1822. He was appointed an inspecting commander of the coast guard, June 1st, 1825; and promoted to the rank of captain Nov. 16th, 1833.

Captain Macnamara married, Mar. 1st, 1832, Jane, daughter of Daniel Gabbett, Esq. of Limerick.

RIGHT HON. LORD GEORGE PAULET.

Third son of the Marquis of Winchester, by Anne, second daughter of John Andrews, Esq. of Shotney Hall, co. Northumberland.

This officer was born on the 12th Aug. 1803; entered the royal navy in Feb. 1817; obtained his first commission on the 9th Feb. 1825; and was made a commander Feb. 28th, 1828. He was appointed to the Nautilus sloop in Mar. 1830; and, after serving for upwards of three years on the Lisbon station *, promoted to the rank of captain, Nov. 18th, 1833. On the Nautilus being paid off, he gave his officers a sumptuous entertainment, at Portsmouth.

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* See pp. 495—524.

RIGHT HON. LORD EDWARD RUSSELL.

Second son of John, sixth Duke of Bedford, by his second wife, Lady Georgiana, youngest daughter of Alexander, fourth Duke of Gordon.

This officer entered the royal navy in 1819, at the age of fourteen years; was made lieutenant into the Philomel sloop, Oct. 18th, 1826; and promoted to the rank of commander, Nov. 15th, 1828. His subsequent appointments were,—Nov. 22d, 1830, to the Britomart 10;—Jan. 10th, 1831, to the Savage 10;—and, April 9th, 1832, to the Nimrod 20, the command of which vessel he resigned, from ill health, whilst employed on the Lisbon station, in Aug. 1833. His Lordship was made a captain on the 19th Nov. following; and appointed to the command of the Actæon 26, fitting out at Portsmouth, Nov. 17th, 1834.

HENRY SHOVELL MARSHAM, Esq.

Entered the royal navy in 1807; obtained his first commission on the 30th June, 1813; and, subsequently to the peace, served for several years in the Rochfort 80, successively bearing the flags of Sir Thomas F. Fremantle and Sir Graham Moore, on the Mediterranean station. His next appointment was, July 6th, 1824, to the Cambrian 46, Captain Gawen W. Hamilton, in which ship he continued until advanced to the rank of commander, April 21st, 1825.

On the 25th Feb. 1831, this officer was appointed to the St. Vincent 120, Captain (now Sir Humphrey F.) Senhouse, under whom we find him serving for a period of nearly three years, on the Lisbon station and in the Mediterranean. His promotion to the rank of captain took place on the 24th Dec. 1833, at which period he was acting in the Malabar 74. Previous to his quitting the St. Vincent, the junior officers of that ship entertained him in very handsome style; the gun-room was fitted up in an elegant manner, sixty sat down to dinner,

and a ball followed—altogether one of the best things of the kind ever witnessed. He arrived at Plymouth, and paid off the Malabar, in July 1834.

CHARLES CROWDY, Esq.

Was born in Mar. 1786, at Highworth, co. Wilts, where his father practised for many years as a solicitor, and realized a considerable fortune.

This officer entered the royal navy, in Sept. 1799, as midshipman on board la Decade frigate, Captain James Wallace, fitting out for the Jamaica station, from whence he returned home in the Brunswick 74. He next joined the Ganges 74, Captain (afterwards Sir Thomas F.) Fremantle, to whom he served as aide-de-camp at the battle of Copenhagen, April 2d, 1801.

During the peace of Amiens, Mr. Crowdy again visited the West Indies, where he remained until the renewal of hostilities with France, in 1803. On the Ganges being paid off, in 1805, he was received on board the Urania frigate, Captain the Hon. Charles Herbert, from which ship he was removed into the Hibernia, first rate, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet, early in 1806. He passed his examination for lieutenant on the 1st Jan. in the latter year, and was promoted into the Hazard sloop, Captain Charles Dilkes, on the 17th Mar. following. During a service of nearly two years under that active officer, he was frequently employed in boats cutting out French merchant vessels from the vicinities of Rochfort and Bourdeaux *. In the last affair of this kind, he was shot through the right arm, below the elbow joint, for which wound the Patriotic Society voted him a gratuity of £50.

Lieutenant Crowdy subsequently served in the Pilot sloop, Cornelia frigate, and Diomede 50, the former on the Mediterranean, the two latter ships on the East India station,

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* See Suppl. Part I. p. 452.

from whence he was obliged to return home in consequence of ill health. His next appointment was Mar. 6th, 1813, to the Rippon 74, Captain Sir Christopher Cole. On the 21st Oct. following, he assisted at the capture of the French 44-gun frigate Weser; and in Feb. 1814, he was present at the recapture of a Spanish treasure ship of great value, by the Menelaus frigate, off L'Orient.*

In 1821, Lieutenant Crowdy was appointed to the Bulwark 76, flag-ship of the late Sir Benjamin H. Carew, stationed in the river Medway. He was made commander from the Maidstone frigate, Mar. 25th, 1824; appointed to the Badger sloop, on the North Sea station, Dec. 29th, 1825; and advanced to the rank of captain, from half-pay, Jan. 13th, 1834.

On the 3d Mar. 1828, a court-martial was held on board the flag-ship at Portsmouth, to try Lieutenant Raymond Evans, of the Badger, on a charge preferred against him by Commander Crowdy, of a breach of part of the 22d article of war, in disobeying his commander's orders relative to a proposed alteration in berthing the men; when, after a minute investigation of all the circumstances, the court declared that the charge had not been proved, and did adjudge Lieutenant Evans (who had been six weeks under arrest on the charge) to be *fully acquitted*. On the 11th of the same month, Commander Crowdy was tried by court-martial on charges preferred against him by Lieutenant Evans, for unofficerlike, ungentlemanly, and oppressive conduct to the officers and crew of the Badger. On the 17th, the court reassembled to hear Commander Crowdy's defence, and agreed, that part of the first charge (striking some of the crew when the ship was in danger, they not exerting themselves), was partly proved, for which the court adjudged him to be *admonished*.

This officer married, in 1816, the only daughter of the late John C. Lewis, Esq. of Westbury, near Bristol, and niece to Charles Lewis, Esq. of St. Pierre Park, near Chepstow, co. Monmouth, by whom he has had several children.

* See Vol. II. Part II. p. 517.

His eldest brother, William, is a solicitor at Highworth, co. Wilts; and his youngest, Richard, a solicitor at Farringdon, co. Berks. He has a sister married to the Rev. H. Dunsford, rector of Slimbridge, co. Gloucester.

THOMAS MANSEL, Esq.

(*Vol. IV. Part I. p.* 239).

Was appointed an inspecting commander of the coast guard (Falmouth district) in July, 1827; and advanced to the rank of captain on the 12th Feb. 1834.

WILLIAM BURNETT, Esq.

Obtained his first commission on the 31st Dec. 1818, and subsequently served under Captains Peter Fisher and Sir William Hoste, in the Wye 26, and Albion 74. He was made a commander on the 28th April, 1827; appointed to the Blanche 46, Commodore (now Sir Arthur) Farquhar fitting out for the West India station, Mar. 8th, 1830; and advanced to the rank of captain, Mar. 11th, 1834.

HENRY WOLSEY BAYFIELD, Esq.

Was made a lieutenant on the 20th Mar. 1815; commander on the 8th Nov. 1826; and captain, for exertions as a maritime surveyor, June 4th, 1834.

WILLIAM TOWNSEND DANCE, Esq.

Obtained his first commission on the 12th July, 1813; and subsequently served under the late Captain Thomas Graham, in the Doris frigate, on the South American station. He was made a commander on the 23d Oct. 1823; and advanced to the rank of captain (from half-pay), "a special promotion on Sir Thomas M. Hardy leaving the Board of Admiralty," June 5th, 1834.

WILLIAM BURNABY GREENE, Esq.

Son of Captain Pitt Burnaby Greene, R. N.

This officer entered the royal navy in 1810; and served as midshipman under Captain John Brett Purvis, in the Ganymede 26, on the Mediterranean station. He was made a lieutenant on the 9th Nov. 1818; appointed to the Rose sloop, Commander Thomas Ball Clowes, fitting out for foreign service, May 22d, 1821; removed to the William and Mary yacht, Captain (now Sir Charles) Malcolm, stationed at Dublin, July 18th, 1822; promoted to the command of the Medina sloop, Dec. 30th, 1826; appointed to the Kent 78, July 22d, 1830; paid off from that ship Dec. 13th, 1831; and advanced to the rank of captain June 6th, 1834.

HON. GEORGE GREY.

Fourth son of Earl Grey, by Mary Elizabeth, daughter of Lord Ponsonby, and grand-daughter of Viscount Molesworth.

This officer was born on the 16th May, 1809; and entered the royal navy in 1822. He was made a lieutenant on the 17th Feb. 1829; appointed to the Alfred 50, Captain Robert Maunsell, fitting out for the Mediterranean station, Feb. 23d, 1831; promoted to the command of the Scylla sloop, Sept. 3d, 1831; removed to the Scout sloop, Dec. 10th, 1833; and advanced to the rank of captain July 14th, 1834. He arrived at Plymouth, from the coast of Egypt, in Nov. 1834.

JOHN JAMES ONSLOW, Esq.

A younger son of the late Admiral Sir Richard Onslow, Bart., G. C. B., Lieutenant-General of Marines (who so highly distinguished himself as second in command of the

British fleet under DUNCAN at the memorable battle off Camperdown, Oct. 11th, 1797), by Anne, daughter of Commodore Matthew Mitchell *.

This officer was made lieutenant on the 5th Sept. 1816; promoted to the rank of commander on the 23d April, 1822; and appointed to the Clio sloop, fitting out for the South American station, April 30th, 1830. During the ensuing two years, he was actively employed round Cape Horn, and visited all the principal ports in Chili, Peru, Panama, and the western coast, as far as Guagmas, in the Gulph of California, said to be one of the finest harbours in the world. On his return from the Pacific, he was sent by Rear-Admiral Sir Thomas Baker to reclaim possession of the Falkland Islands, which lapse of time had encouraged the Buenos Ayreans and other foreigners to consider as absolutely abandoned by the British. In Dec. 1832, he arrived at Port Egmont (West Falkland), exercised the rights of sovereignty, and employed his boats in examining Brett's Harbour, Byron's Sound, and other anchorages as far to the westward as Point Bay, a distance of sixty miles from where the Clio lay. He then proceeded to Berkeley Sound (East Falkland), anchored at Port Louis, and ejected a Buenos Ayrean force stationed there under the protection of a schooner of war. He arrived at Portsmouth on the 3d June 1833, from Rio Janeiro, bringing home upwards of 880,000 dollars on merchants' account; and was put out of commission on the 17th of the same month. His advancement to the rank of captain took place on the 27th Aug. 1834.

ANDREW FORBES, Esq.

(P. 127.)

WAS advanced to the rank of captain on the 27th Aug. 1834.

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* For a portrait and biographical memoir of Admiral Sir Richard Onslow, see *Nav. Chron.* xiii. 249—259.

RODNEY SHANNON, Esq.

(*Vol. III. Part I. p.* 284.)

Is a protegé of the Marquis of Bristol, but not in any way related to that nobleman.

This officer entered the royal navy in Jan. 1801, as midshipman on board the Zephyr fire-brig, Captain Clotworthy Upton; and nearly perished in one of her boats, which was sunk by a shot, when in the act of going alongside the Amazon frigate, Captain Edward Riou, at the commencement of the celebrated battle of Copenhagen. After that tremendous conflict was over, he returned to the Zephyr, in which vessel he continued until the peace of Amiens.

In 1804, Mr. Shannon entered the Royal Naval College at Portsmouth; and in 1807, joined the Sybille frigate, commanded by Captain Upton, on the Irish station. He was made a lieutenant into the Lightning sloop, Captain (now Sir Bentinck C.) Doyle, June 15th, 1810; &c. &c. as stated in Vol. III. Part I.

ROBERT OLIVER (*b*), Esq.

Entered the royal navy in 1800; obtained his first commission on the 22d Feb. 1810; and subsequently served under Captains Charles Warde and the Hon. (now Sir Henry) Duncan, in the Banterer sloop and Glasgow frigate. He was made commander from the Victory 104, flag-ship at Portsmouth, Oct. 29th, 1827; appointed to the Dee steamship in June 1832; removed to the Phœnix steamer on the 6th Nov. 1833; and promoted to the rank of captain Aug. 28th, 1834. The Dee was attached to the North Sea squadron, during the blockade of the Dutch ports in 1833; and afterwards conveyed Vice-Admiral Sir Pulteney Malcolm to Lisbon. The Phœnix attended Queen Adelaide to Rotterdam in the summer of 1834.

WILLIAM HAMLEY, Esq.

(*Vol. IV. Part I. p.* 261.)

Returned home from the East India station in April 1834; paid off the Wolf, at Plymouth, May 10th; and was advanced to the rank of captain on the 20th Oct. following.

JOHN TOWNSHEND, Esq.

Eldest son of the late Lord John Townshend (second son of George first Marquis Townshend, and a godson of King George II.), a distinguished and respected nobleman, who accompanied Earl Howe, as a volunteer, to the relief of Gibraltar in 1782; subsequently filled the posts of a Lord of the Admiralty and Paymaster of the Forces; and at various periods represented in Parliament the university of Cambridge, the city of Westminster, and the borough of Knaresborough; who in political life early attached himself to the late Right Hon. Charles Fox, and by the grace of his manners, his genius, wit, and elegant literature, became remarkable amongst the associates of that celebrated statesman.

This officer was made lieutenant into the Rochfort 80, flag-ship of Sir Graham Moore, on the Mediterranean station, May 13th, 1822; and advanced to the rank of commander Jan. 26th, 1828. His commission as captain bears date Oct. 22d, 1834. His sister is the lady of Captain Sir Augustus W. J. Clifford, R. N., C. B., &c. &c.

HON. ARTHUR DUNCOMBE.

Fourth son of Charles first Lord Feversham, by Lady Charlotte, only daughter of William, second Earl of Dartmouth.

This officer was born on the 24th Mar. 1806; and entered the royal navy in 1819. He was made a lieutenant on the

26th Jan. 1826; appointed to the Challenger 28, Jan. 28th, 1828; and promoted to the rank of commander on the 18th Aug. following. His next appointments were, Aug. 6th, 1830, to the Prince Regent 120, bearing the flag of the commander-in-chief in the River Medway, which ship was paid off on the 21st Feb. 1832; and, June 27th in the latter year, to the Champion 18, fitting out for the Mediterranean station, from whence he returned to Plymouth, Aug. 25th, 1834. His commission as captain bears date Oct. 24th following, at which period he was on sick leave, and his sloop proceeding to Newfoundland, under the temporary command of Lieutenant Edward Herrick.

JAMES CLARK ROSS, Esq.

Was made a lieutenant on the 26th Dec. 1822; commander Nov. 8th, 1827; and captain Oct. 24th, 1834.

This officer is the only individual who accompanied the whole of the expeditions of discovery to the polar regions, to which hazardous service he has devoted sixteen of the best years of his life. We understand that the world is indebted to him for the greater part of the scientific results of the late expedition under his uncle, Captain Sir John Ross, R. N., C. B., &c. The thanks of the Common Council of London were voted to him on the 5th Dec. 1833, at which period he was serving as commander on board the Victory 104, flagship of Sir Thomas Williams, at Portsmouth, preparatory to his further advancement.

ROBERT FITZROY, Esq.

This officer is related to the Duke of Grafton's family. He entered the royal navy in 1818; obtained his first commission on the 7th Sept. 1824; and subsequently served under Captains Sir John Phillimore and Arthur Batt Bingham, in the Thetis frigate, on the Mediterranean and South

American stations. In Aug. 1828, he was appointed flag-lieutenant to Rear-Admiral (now Sir Robert W.) Otway, at Rio Janeiro; and in Nov. following, promoted to the command of the Beagle surveying vessel, which he paid off and re-commissioned in June 1831. He is now employed in completing the survey of the Straits of Magellan. His advancement to the rank of captain took place Dec. 3d, 1834.

ADDENDA TO COMMANDERS.

HENRY KENT, Esq.

(P. 117.)

This officer was appointed a stipendiary magistrate at Jamaica in Nov. 1834. He has three children—viz. Henry, Mary Carlisle, and Hunter.

JOHN TAYLOR, Esq.

This officer obtained his first commission on the 5th Jan. 1799. He was senior lieutenant of the Leda frigate, Captain (now Rear-Admiral) Robert Honyman, employed off Boulogne, in 1803. While on that station, he commanded boats in frequent nightly excursions along the coast, was engaged in several warm skirmishes with the land batteries, "and always strongly evinced a daring intrepidity." His conduct as commander of the Devastation bomb, employed in the defence of Cadiz, from Dec. 1809 until the raising of the siege of l'Isla-de-Leon, in 1811, was equally meritorious. During a great

part of that time, his vessel was at anchor almost within point-blank range of the enemy's formidable works; in addition to which, he rowed guard alternately with three other commanders of bombs during his continuance on that service.

We next find Commander Taylor appointed, Sept. 2d, 1812, to the Espiegle sloop, in which vessel he proceeded from Portsmouth, Jan. 22d, 1813, to Surinam, Demerara, and Barbadoes. He was afterwards employed in protecting the trade bound to Nassau, New Providence. In the spring of 1814, he was tried by a court-martial at Portsmouth, on charges brought against him by the Admiralty, "in consequence of complaints having been made to the Board, that his treatment was such to the ship's company as to keep them in a state bordering upon mutiny; refusing them, when in harbour, the usual indulgence of the service, and exercising towards them continual acts of severity and cruelty, such as *starting* the sick, and flogging persons in the sick list; also, failing in his duty when in pursuit of the American sloop Hornet, after the capture of the Peacock; for neglecting to exercise the ship's company at the great guns; for acts of tyranny towards his officers, particularly towards the carpenter; for using scandalous language towards them; for drunkenness; and for unofficer-like and ungentleman-like behaviour.

"The Court agreed that he had used some acts of severity towards the sloop's company; that he had neglected to exercise them sufficiently at the great guns; that he had exercised acts of oppression towards some of the officers of the ship; that he had made use of most scandalous language to Lieutenant Dyer; and that his conduct had been unlike an officer and a gentleman: but that the charges of ill-treatment of the sloop's company, so as to keep them in a state bordering on mutiny; that he refused them, when in harbour, the usual indulgence of the service; that he had been frequently in a state of drunkenness; and that he had failed to do his duty when in pursuit of the Hornet, had not been

proved; but that the latter charge was scandalous and unfounded.

"The Court, therefore, sentenced Commander Taylor to be dismissed from his Majesty's service; but, in consideration of his long services and former meritorious conduct, did strongly recommend him to the favorable consideration of the Admiralty *."

This officer's name was replaced in the Navy List in 1818, ever since which he has remained on half-pay as "*The Junior Commander.*" Had he been restored to his former seniority, Oct. 13th, 1807, there would now, Dec. 1834, have been only fifty-six of his brother officers between him and the senior commander.

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* *Naval Chronicle*, xxxiii. p. 429.

THE END.

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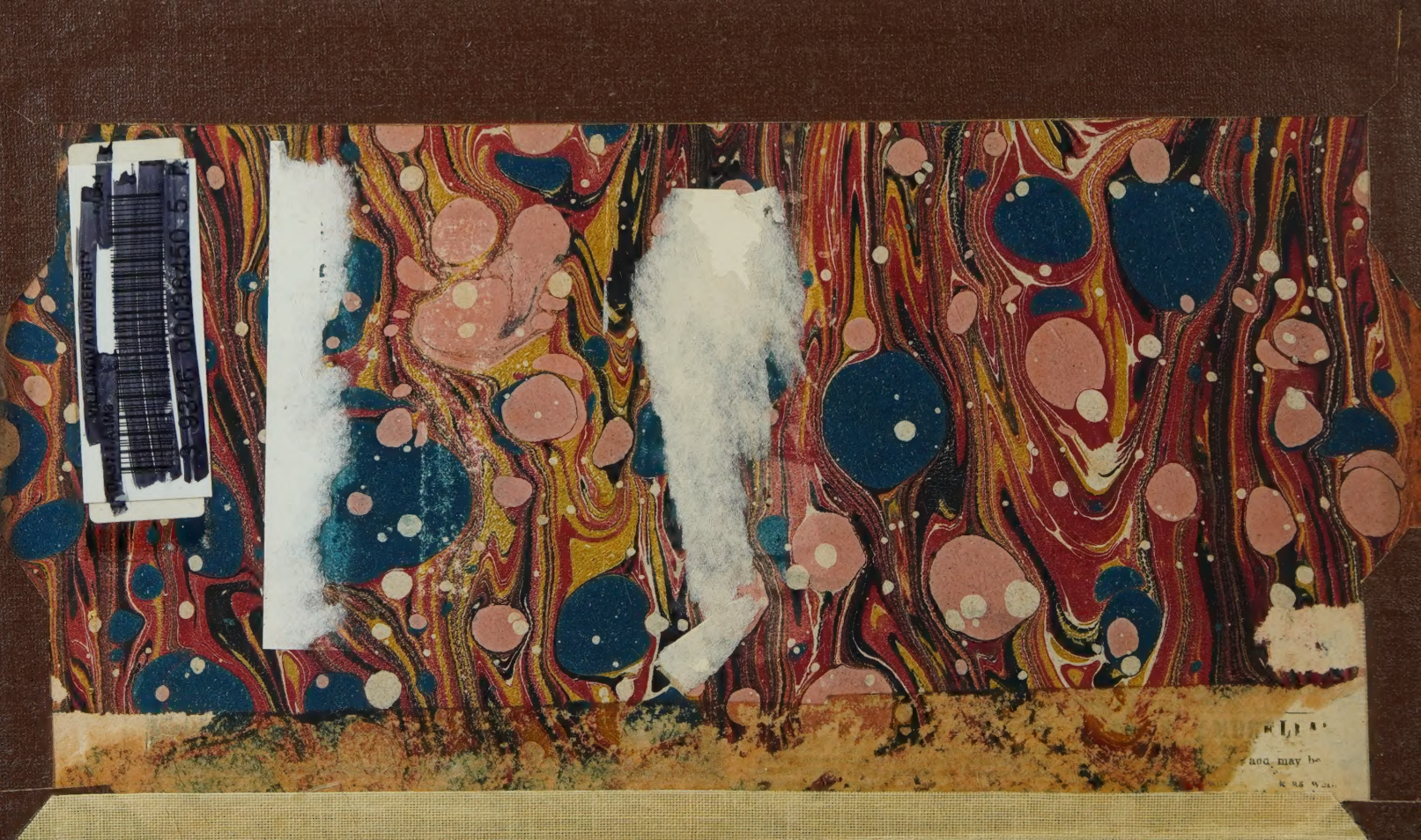
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